

JOINT BOARD HEARS
PLEA FOR FIVE CENT
FARE FOR CHELSEA

Metropolitan Transportation Association Seeks Equable Rate to the Revere Beach Reservation.

MANY GIVE VIEWS

Believed That Tunnel Will Be the Ultimate Means of Preventing Long Delays by Congestion.

The joint board on metropolitan improvements today considered the matter of a five cent fare between Boston and all parts of Chelsea and Revere, in order that the residents of all parts of Boston may reach the state reservation at Revere for a five cent fare.

"This request is made," said Attorney Roscoe Walsworth, representing the Metropolitan Transportation Association, which is behind the movement, "not alone because the distance is not so great as is covered by the Boston Elevated's five-cent fare in other directions, but as well because the traffic is sufficiently heavy to warrant the reduction. The most direct line from Boston to Revere is the tunnel to East Boston, yet the cars running over that line stop one mile this side of the town."

Chairman William E. McClintock of the Chelsea board of control said Bellingham square in that city is only three miles from Scollay square in Boston, yet Chelsea people have to pay eight cents to come into Boston if they desire to go beyond Scollay square, and going home they are required to pay 10 cents if they use the elevated or tunnel lines, as the Elevated company refuses to issue eight-cent checks except on its surface lines. He thought some system should be devised by which there would be an eight-cent fare each way, at least, and recommended that inasmuch as Chelsea is nearer to Boston than many other municipalities which have a five-cent fare this rate might well be given to that city, also. He also complained that the cars of the Boston & Northern street railway frequently require 50 minutes to get into Boston from Chelsea, because of street congestion through Charlestown, and proposed that the commission give its attention to a tunnel for Chelsea traffic.

Representative William M. Robinson of Chelsea believed a new tunnel solely for Chelsea traffic is the only solution of the situation. He thought it an outrage that two fares should be demanded of Chelsea people for riding a distance of little over three miles.

John B. Seward, president of the Transportation Association, Hugh M. McKay, chairman of the Revere board of selectmen, and ex-Mayor John E. Beck of Chelsea also favored lower rates of fare.

LIGHTING ENGINEERS TO MEET.

The New England section of the Illuminating Engineering Society will be addressed by T. J. Little of Gloucester, N. J., at its November meeting in the Edison building next Tuesday evening. H. W. Moses and E. C. Kimball also will speak.

CONSTRUCTION IN HUNDRED
CITIES SHOWS AN INCREASE

Reports to Bradstreet's from 100 cities of the United States show a total estimated value of construction of \$83,650,196 for October, as against \$80,577,849 in September and \$82,595,284 in October a year ago, a gain of 5 per cent over September, but of only 1.6 per cent over October, 1908. This latter increase is the smallest percentage of gain reported since September, 1908.

Comparisons now are with large totals a year ago, which precludes any heavy gains being shown in the current monthly returns. As an actual fact,

MR. HILL TO BEGIN
VACATION FRIDAY

District Attorney elect Joseph C. Pelletier will assume the duties of his office tomorrow at the special request of District Attorney Hill, who desires a vacation.

The council canvassed the returns and formally declared Wednesday that Joseph C. Pelletier was elected. The official figures are: Joseph C. Pelletier, Democratic, 40,954; Arthur D. Hill, Republican, 39,338; Alonzo D. Moran, Non-partisan, 3,299; Morris Jolles, socialist, 1,041; all others, 3. Pelletier's plurality,

LOGAN'S PAPER FILED.

THE time of filing papers for the Republican nomination for James Logan for a third term.

Woman is Chosen to Manage
Large City Daily Paper

CINCINNATI—For the first time a woman is to guide the destinies of a daily paper in one of the larger cities of Ohio. At a recent meeting of the board of directors of the Springfield Morning Times Mrs. Maud Murray Miller was chosen manager of the paper. There are several women over the state who own and edit newspapers in the smaller towns, but this is the first time that a city daily has been entrusted to a woman.

MAYOR WILL STAY
IN RACE AND WANTS
COMMITTEE'S HELP

Mr. Hibbard, in Statement, Wants to Know Why the Citizens' Board Cannot Indorse His Record.

CONSIDER TACTICS

Mayor Hibbard this afternoon comes out in a strong statement that he will remain in the mayoralty race to the time of the closing of the polls Jan. 11, and he demands to know of the committee of the citizens' movement why his name should not be considered on the face of the record he has made since occupying the office of mayor of Boston.

In spite of his declaration made today some of his most loyal supporters believe that if Mayor Hibbard even now gets the recognition that it is thought is due him he may be persuaded to pull out of the race in favor of another candidate. These supporters point out plainly that all Mr. Hibbard has been seeking up to the present time was some recognition of his success and his ability to live up to his pledges. Had he received this recognition his supporters believe he would have pulled out of the race long ago. As it stands at the present time it seems as though considerable force would have to be brought to bear on the mayor in addition to his receiving all the recognition which he considers is due him for what he has already done.

Storrow Friends Expose
Fitzgerald Party Tactics

The reported endeavors of the supporters of ex-Mayor John F. Fitzgerald and others to create the impression that James J. Storrow is not a strong candidate for mayor of Boston appear to be failing in all quarters. It has become apparent that to give such an impression is the great object of the Fitzgerald campaign at this stage, and in this work, it is said, Mr. Fitzgerald has enlisted many of the Donovan-Doyle Democracy, who have heartily joined in the crusade against the one man who, it is believed, is strong enough to defeat the former mayor.

According to the opinion of staunch Storrow supporters who are in no way connected with the citizens committee there is no doubt that the committee will report Mr. Storrow's name for indorsement.

Reports to the effect that Mr. Storrow is ready to step aside for any other candidate who may be named and who might

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MALDEN SCHOOL
MASTER NAMED

Principal Arthur Lee of the Malden high school has been made head master of that school by the Malden school committee and Submaster Townsend T. Wilson has been advanced to master in the building at an increase of \$100 per year in his salary. J. H. Washburn has been elected a permanent teacher of the evening drawing school owing to the increased attendance there. Of the latter pupils, 28 are from Melrose, where there are no evening school sessions.

JAMAICA IS STILL ISOLATED.

HALIFAX, N. S.—Communication with Jamaica by the cables coming to this port is still cut off. Officials of the cable companies said today that they hoped to be able to get some word through from the island during the day.

ATTORNEY-GENERAL
DENIES ABANDONING
SUGAR TRUST SUITS

Mr. Wickersham Says He Hopes to Recover What Is Not Barred by the Statute of Limitations.

BIG SUM ESTIMATED

WASHINGTON—Atty-Gen. George W. Wickersham denies that the government has abandoned the pursuit of the sugar trust. He said today that he still hoped to recover at least a part of the large sums of which the trust has been charged with defrauding the customs revenues for the last 20 years, and perhaps to put some of the officials behind penitentiary bars.

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KEEN INTEREST FELT
IN WAR DEPARTMENT
OVER B. & M. REPORTS

Officials Realize Mr. Mellen Might Not Be of Same Mind as Mr. Tuttle Over Charles River Bridges.

KEEPING CLOSE TAB

The United States war department is keenly interested in the report that President Charles S. Mellen of the New York, New Haven & Hartford railroad is to replace Lucius Tuttle as head of the Boston & Maine system, and is keeping a close watch on the trend of events.

This is owing to the decision of the federal government to facilitate the freight transportation on the Charles river by ordering the railroad to raise its bridges over that stream where they carry the tracks from the North terminal station.

This matter has been hanging fire some time. The board of army engineers appointed to look into the matter as to the best methods to be pursued completed their report several weeks ago, but it has not been sent to Washington owing to the indecision of the railroad to make known the course of its future policy relative to the matter.

At one time it was said by the officials of the road that if the government should insist on the original plan of raising the bridges the entire North terminal station would be removed from its present location to Charlestown. As this would mean a great inconvenience to a large number of its patrons the ultimate result of the question has been, and is, awaited with the keenest interest.

President Tuttle has assured the engineers that he is fully in accord with the plans as arranged. Now that there is a pretty definite assurance that President Mellen will be the one man who will demand the most consideration in the proposition if, as it is reported, he

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BOSTONIANS HEAR
OF ICELAND TRIP

About 600 members of the Appalachian Mountain Club and their friends gathered in Huntington hall, Rogers building, Wednesday evening, to hear W. S. C. Russell of Springfield tell of his recent horseback tour of Iceland.

Mr. Russell conducted his hearers on his trip through the northern island and interspersed his talk with much of value on the botany, geology and animal life of the region. Some lantern views from photographs taken by Mr. Russell were shown.

WALTHAM BLOCK
IS BURNED TODAY

WALTHAM, Mass.—A fire occurred early today in Dill's block, 141 to 149 Moody street, causing damage estimated at \$27,000, and resulting in the injury of two of the occupants.

The property was devoted entirely to business purposes, two of the four stores in the building being occupied by the Woolworth Company, one by George I. Kelley and the other by P. H. Graves.

COX FAMILY ELECTS OFFICERS.

The Cox Family Association Wednesday evening at the annual reunion elected these officers: President, Frank S. Newell, Salem; vice-president, John W. Cox, Boston, secretary and treasurer, Edward J. Cox, Boston.

RUSSIAN ENVOY LEAVES HARBIN.

HARBIN, Manchuria—M. Kokovsoff, Russian minister of finance, who came here supposedly for a conference with Prince Ito, left Wednesday for St. Petersburg. He has not conferred with any representative of Japan.

Mr. Peary for the First Time
Shows Polar Trip Pictures

NEW YORK—Commander Robert E. Peary showed for the first time Wednesday night the 75 pictures taken on his trip to the pole, which he will use in his lectures. The pictures were shown to an audience of 50 men, prominent in social and geographic circles, at a dinner in Mr. Peary's honor given at the Metropolitan Club. The lecture which accompanied the pictures was in the nature of a formal report by the explorer to the Peary Arctic Club.

POLAR EXPLORER'S
CHIEF AID TALKS TO
BOSTON STUDENTS

Donald B. McMillan Tells of Journey to the Top of the World and Life Among the Eskimos.

SONG AND LANGUAGE

Donald B. McMillan, first assistant to Commander Peary on the explorer's dash to the pole, lectured before the students of the Emerson College of Oratory in Chickering hall this morning at the regular lecture period, 9 o'clock.

Mr. McMillan told the story of his own part in the expedition, speaking briefly at the opening of his address of Commander Peary and his work, but did not mention the Cook-Peary controversy.

The lecture, which was illustrated with stereoscopic views of the journey from New York to the pole and back, was interspersed with most humorous anecdotes and interesting sketches of Eskimo life in the far north.

Speaking of the musical ability of the Eskimos, Mr. McMillan said that it was very elementary, and illustrated his description by singing in the Eskimo language a very simple and sweet little tune.

Mr. McMillan also remarked that the people have very few songs and no musical instruments, the clapping of hands accompanying the voice.

Mr. McMillan has a great interest in their language, which he states is most fascinating, containing thousands of words with the finest of distinctions obtained by prefixes and suffixes.

Mr. McMillan will lecture tonight in Malden.

END MISSIONARY
MEETINGS TODAY

Womens Board to Elect Officers at the Park Street Church After Foreign Envoys Speak.

The Womens Board of Missions opened the last day of its forty-second annual meeting at the Park Street church today with devotional exercises in the vestry. At 10 o'clock the delegates were addressed by women from foreign stations.

Miss Grace Perry conducted the devotional meeting and this was followed shortly by the general session, which was opened by the Rev. James L. Barton, D. D. Miss Diadem Bell of Chisamba, West Africa, spoke of the mission in Angola, and Miss Jeannie L. Tillson of Smyrna, Turkey, spoke about the girls at Smyrna. After an offering addresses were heard from Dr. M. Eleanor Stephenson of Ahmednagar, India, and Miss Alice H. Bushee of Madrid, Spain.

The afternoon session will conclude the convention and officers will be elected. Miss Mary L. Grafton of Sivas, India, will address the meeting on an "Experiment in Extension"; Mrs. James H. Potter of Okayama, Japan, will speak on "The Japanese Woman of Today," and Sherwood Eddy will have for his subject "The Supreme Test of Our Loyalty." The closing exercises will follow Mr. Eddy's address.

On the invitation of Mrs. Dwight L. Hillis, wife of the pastor of the Pilgrim Congregational church, Brooklyn, N. Y., the delegates to the annual meeting of the Womens Board of Missions today voted to hold the meeting next year at that place.

NEW BOSTON BANK
GETS CERTIFICATE

A certificate has been issued by the comptroller of the currency at Washington authorizing the Mutual National bank of Boston to begin business. C. H. W. Foster, when questioned today, said that the certificate had not yet been received, but that when business was started it would be in the former quarters of the Metropolitan National Bank at 2 Postoffice square, corner of Congress and Water streets.

NOMINATE PORTLAND MAYOR

PORTLAND, Me.—The Prohibitionists of this city have nominated Col. William T. Eustis for mayor.

Old Station Location Sold



THE PARK SQUARE STATION AS IT ONCE APPEARED. View of famous structure, now demolished, that was once the pride of this city and operated by the New York, New Haven & Hartford railroad.

FIVE LARGE LINERS
NOW IN PORT LIE AT
EAST BOSTON PIERS

Cunarder Ivernia and the Italian Steamship Lazio, on Her Initial Trip Here, Arrive Today.

UNLOAD BIG CARGOES

Today marks the biggest day along the East Boston waterfront in upward of two years. Five big liners are now lying in East Boston docks, two of them arriving this morning with large passenger lists and heavy cargoes.

At pier No. 3, Cunard docks, is the big Cunarder Ivernia, Capt. Thomas Potter, which arrived early this morning after a pleasant voyage from Liverpool and Queenstown. Among her saloon passengers were the Hon. J. M. Tyler of Brattleboro, Vt., and Mrs. Tyler, who are returning from a three-months' trip in the British Isles, visiting many points of interest. Mr. Tyler is a former judge of the Vermont supreme court, resigning last spring after 21 years of service.

Another passenger in the saloon was Dr. D. G. Elliot of New York, who has been visiting European museums for seven months, gathering materials for a book on primates.

Among the Bostonians in the saloon were: C. W. Allen, a member of a publishing house of this city, who has been spending two months on the continent and the British Isles; H. C. Cottle, Mrs. Cottle and their three daughters, who have been traveling extensively abroad; Mrs. Franklin Gordon-Dexter, H. B. Gair and Thomas Lindall Winthrop of Beacon street, and Mrs. Winthrop, who are returning from their London house.

Benjamin T. and Noble Foss, with their mother, Mrs. Eugene Foss, were also on the saloon list. The two young men are returning from a globe-girdling trip which commenced last January. Their itinerary took them to the Philippines, Japan, China and across Siberia. Mrs. Foss joined them at Berlin in July.

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QUESTION IN LAW
WON BY CLAIMANT

The Russell will ease hearing, in which the respondent who alleges he is Daniel Blake Russell and thereby entitled to a share of a \$500,000 estate now held by William C. Russell of Melrose, was continued before Judge George Lawton in the Middlesex probate court this morning. Counsel Robert W. Nason for the respondents gave notice to the court that he would make a motion that the claimant, Daniel Blake Russell, be forced to appear in court.

Judge Lawton decided that he would overrule such a motion as the claimant had appeared in court throughout the first session of the hearing.

AGREE IN STEEL CASE.

Agreements by counsel on the admission of certain documents being offered to prove signatures in the steel case trial in the superior criminal court arrived at today, made it seem certain that the government would be able to finish with its remaining witnesses very soon, probably this afternoon.

STATE FEDERATION
OF WOMEN'S CLUBS
IN BROCKTON TODAY

Massachusetts Members Receive Three Additions to Their Organization at Session in Church.

NOTED MEN SPEAK

BROCKTON, Mass.—The Massachusetts Federation of Womens Clubs is holding an all-day session at the Porter Congregational church today and there are nearly 800 delegates present from all parts of the state.

The Brockton Womens Club is showing every possible courtesy to the visitors. Mrs. John S. Kent, wife of Mayor Kent, is chairman of the reception committee which met the delegates at the railroad station.

A greeting was extended at the church by Mrs. Lena I. Hoyt, president of the Brockton Womens Club. The response was by Miss Georgia A. Bacon, president of the Massachusetts State Federation of Womens Clubs, who presided at the meeting.

There was a presentation of three new clubs, the Gardner Womens Club, by the president, Mrs. Helen F. Lowell; the Ladies Unity Club of Roxbury, by the president, Mrs. Annah F. Osgood, and the Springfield Thursday Morning Club, by its president, Mrs. J. A. Bill.

The South Congregational, First Congregational, St. Paul's Episcopal and First Church of Christ, Scientist, are open for the accommodation of the delegates. At St. Paul's church an organ recital is to be given by Adelbert H. Morse. The Commercial Club house will be open all day and several luncheon parties are scheduled to take place there in the early afternoon.

At the Porter Congregational church the morning addresses were by Benjamin C. Marsh on "Conditions of Congestion in American Cities," and the Rev. John Hoskins Dennison on "The Significance of the 1915 Movement."

The principal address of the afternoon is to be by Dr. George F. Kriehm on "The City Beautiful; Its Ideal and Realization." Music is to be provided by the hostess club.

SALVATION ARMY
HEAD COMPLAINS

Col. Adam Gifford has written a letter to Police Commissioner O'Meara, complaining of what Colonel Gifford terms "persecution of Salvation Army workers" by unknown men claiming to represent police headquarters. It is said that an effort was made to get a member of the army stationed in the entrance of the store of R. H. White Company to violate her permit by going into the street for a contribution.

ARMOUR PLANT
VISITED BY FIRE

CHICAGO—Fire in the Armour packing plant here started at noon in the fertilizer building, which has been destroyed. The flames then burned the oleo plant, a four-story structure half a block long, and then spread to the beef plants. All business in the Union Stock Yards was suspended. No estimate of the loss has been made.

PARK SQUARE SITE
OF NOTED RAILROAD
DEPOT SOLD TODAY

Trust Company Buys a Big Plot of Land and Property Will Be Improved by New Owners.

ROAD GETS SHARES

Expect Business Buildings Will Be Erected After the Streets Are Laid Out, but Details Are Incomplete.

Laurence Minot reported to the directors of the Boston Chamber of Commerce this afternoon the sale of the 722,292 square feet of land at Park square, formerly occupied by the station of the New York, New Haven & Hartford Railroad Company to the Park Square Trust, of which Messrs. Williams, Amory A. Lawrence, Alfred Bowditch and Laurence Minot are trustees and managers.

The plot will be improved by cutting new streets and ultimately business blocks and possibly tenement buildings are expected to be erected on the land.

Mr. Minot made his report to the Chamber of Commerce in behalf of the Park square committee appointed a year ago by the Boston Merchants Association. This action puts an end to the vast amount of speculation which has been indulged in for years as to what was to be done with the property since the road abandoned it.

A number of projects have been discussed in connection with the utilization of this land, including a site for a new city hall, a terminal for all the electric cars, a location for hotels, theaters, public markets like the Quincy and Faneuil hall stores, and many other enterprises.

In payment for the land the trustees have issued to the railroad company 32,000 shares of the Real Estate Trust of a nominal par value of \$100 each, or a total of \$3,200,000. To enable them to improve and develop the property, the trustees have the right to issue first mortgage bonds for not exceeding \$4,000,000, bearing interest at not exceeding 4 per cent, and convertible at their face value at any time prior to July 1, 1919, into shares of the state.

These bonds will afford to the investor the certainty of 4 per cent income during the period of development, and an opportunity to participate in the ultimate profits of the enterprise. The trustees may also issue additional shares of the trust from time to time as money is needed for the improvement of the property.

None of the land and none of the securities of the trust will be offered for sale at the present time. The first step in the improvement of the property will be the planning and construction of suitable streets, so as to make it accessible and convenient for business and residential purposes. No street plan has yet been adopted. The proper layout of streets on this large territory is a matter of vital interest to the public as well as to the owners of the land, and until the trustees have ascertained themselves of the knowledge and experience of the street commissioners, of the various civic bodies interested in such matters, and of their neighbors, whose property would be affected, they are not ready to make any definite plans in regard to new streets.

In a general way, however, they believe that the needs of this entire section of the city should be thoroughly studied and a comprehensive plan on broad and liberal lines adopted for its development. The stagnant condition of real estate in this neighborhood for the past dozen years is due in large measure, in their judgment, to the lack of such a plan. The trustees realize that such a plan could not be carried out without a considerable expenditure by the city and by owners of real estate.

They feel, however, that there is no limit to the amount that the city might wisely spend in such improvements, provided one condition is observed, namely: that for every \$1000 expended there should be created within a reasonable time and as the direct result of such expenditure at least \$3000 of new taxable property. By strictly adhering to this principle, the city would receive each year at the present rate of taxation \$49,500 in taxes on property newly created, a sum more than sufficient to pay the interest and sinking fund on \$1000 borrowed for improvements.

The same principle should govern contributions by individual owners of real estate, whether such contributions are voluntary or in the nature of betterment assessments.

By making all such expenditures, public and private, in accordance with a well-considered plan this whole section of the city can be made not only more valuable to the public but more valuable to individual owners. The trustees have observed this principle by reserving to themselves in the declaration of trust enumerating their powers the right to contribute in money or land to any public undertaking which in their judgment will enhance the value of their remaining property to an extent equal to or greater than the value of the money or land so contributed. They are prepared to make a liberal use of this power.

News of the World Told by Cable and Correspondence

MATERIALS ARE ORDERED FOR TURKISH IRRIGATION SCHEME

Ministry Opens Credit for Necessary Money to Construct Dam on Hindie River—Expect Greatest Prosperity Country Has Known Will Follow Its Completion.

(Special to The Monitor.)

CONSTANTINOPLE.—Sir William Willcocks has planned to make an immediate beginning upon the reconstruction work on the Hindie dam, which is of the first importance in the Mesopotamian reclamation scheme on which he is engaged for the Turkish government. The materials necessary for the work have been ordered and prepared, and of the £140,000 estimated by Sir William as requisite for initiating the work, the Turkish ministry has opened a credit for £70,000.

Sir William asserts that the repairing of this dam and the construction of a new dam for the Hindie, together with the dredging of the Hilla branch, will, if begun immediately and finished with due expedition, secure a head of water throughout the year for the canals which derive their supply from the Hilla branch, and that furthermore this will create a prosperity in the country affected five times as great as it was 30 years ago when that district was deemed the most prosperous part of Mesopotamia. In addition to the dam Sir William proposes a weir, which with the extension of the dam would add £226,500 to the £140,000 estimated for the reconstruction and repair work, making £366,500 in all for this structure.

VOTERS INDORSE EXPENDITURE

(Special to The Monitor.)

VANCOUVER, B. C.—The ratepayers of Vancouver, at the polls, indorsed the expenditure of \$1,075,000 for a new bridge over False creek, and for necessary extensions to the waterworks system. Of this amount \$400,000 will be spent on waterworks, and the remainder of the bridge, which with the amount already provided for will meet the estimated cost of \$907,500. The appropriation of over \$1,000,000 for the two bridges now in course of construction has been found inadequate, and about \$75,000 will be required to complete the structures.

NORWEGIAN WRITER IN PARIS.

PARIS.—Bjornstjerne Bjornson, the Norwegian novelist, has arrived here. During part of the journey from Christiania the novelist traveled with the King of Denmark in the King's private car. He was greeted at the station by a representative of Premier Briand.

AT THE THEATERS

BOSTON.
AMERICAN MUSIC HALL.—Vaudeville.
BOSTON.—"The Three Twins."
CASTLE SQUARE.—"A Bachelor's Honey-moon."
COLONIAL.—"The Fair Co-Ed."
GLOBE.—"The Blue Moon."
HOLLIS STREET.—"A Woman's Way."
KATHAROS.—Vaudeville.
MAJESTIC.—"The House of Algeria."
PARK.—"A Gentleman from Mississippi."
TREMONT.—"The Love Cure."

BOSTON OPERA HOUSE.
THURSDAY, 8 p. m.—"Bohème."
FRIDAY, 8 p. m.—"Lakmé."
SATURDAY, 2 p. m.—"La Bohème."
SATURDAY, 8 p. m.—"Aida."
SUNDAY, 8:30 p. m.—Operatic concert.

BOSTON CONCERTS.
FRIDAY, Symphony Hall, 2:30 p. m.—Song recital, Miss Maryella Sembrich.
Symphony Hall, 8 p. m.—Concert by Harvard and Dartmouth musical clubs.

NEW YORK.

AMERICAN.—Vaudeville.
BELASCO.—"Is Matrimony a Failure?"
ELGIN.—"The Three Girls."
HOLLYWOOD.—"The Midnight Song."
CASINO.—"The Girl and the Wizard."
COLONIAL.—Vaudeville.
COMEDY.—"The House of Algeria."
CRITIC.—"Israel."
EMPIRE.—"The House of George."
GAYETY.—"The Fortune Hunter."
GARRET.—"The Harvest Moon."
HARVARD.—"Such a Little Queen."
HAWKINS.—Vaudeville.
HERALD SQUARE.—"The Chocolate Soldier."
HIPPY.—Spectacles.
Hudson.—"The Builder of Bridges."
IRVING PLACE.—Dramas and operettas in German.
KEITH & PROCTORS, Fifth avenue.—Vaudeville.
KNICKERBOCKER.—"The Dollar Princess."
LIBERTY.—"Springtime."
LYRIC.—"Hedra."
LYCEUM.—"Arsene Lupin."
MAJESTIC.—"Mr. Lode of Coal."
MANHATTAN OPERA HOUSE.—Grand Opera.
Friday evening, "Aida."
Saturday afternoon, "Thais."
Saturday evening, "Cavalleria," and "Pagliacci."
MAXINE ELLIOTT'S.—"The Passing of Third Floor Back."
NEW AMSTERDAM.—"The Silver Star."
NEW THEATRE.—Repertoire. Thursday evening, "A Cottage in the Air."
NEW YORK.—"The Man Who Owns Broadway."
SAVOY.—"The Awakening of Helena Wallace."
WALLACK'S.—"The Fourth Estate."
WEBER'S.—"The Climax."

CHICAGO.

AMERICAN.—Vaudeville, with Harry Lauder.
AUDITORIUM.—"Ben Hur."
CHICAGO OPERA HOUSE.—"Mme. X."
CORT.—"The Kissing Girl."
GARRET.—"The Yankee Girl."
GRAND OPERA HOUSE.—"The Dawn of a Tomorrow."
GREAT NORTHERN.—"The Wishing Ring."
LITTONS.—Theater. "A Fool There Was."
LA SALLE.—"The Pining Princess."
MAD RIGGS.—Vaudeville.
MAJESTIC.—Vaudeville.
POWERS.—"The Noble Spaniard."
PRINCE.—"The Goddess of Liberty."
STUDEBAKER.—"The Old Town."
WHITNEY.—"They Loved a Lassie."

Unionists Claim Bermondsey Is Beginning of End



AUSTEN CHAMBERLAIN.
Who was chancellor of exchequer in Unionist cabinet.

(Special to The Monitor.)

LONDON.—The Unionist party is in danger of imitating the mistakes made by the Liberals. The Liberals when the by-elections were going steadily against them resorted to every device known to political meteorology to explain away their defeat; the Unionists are driving home their victory in Bermondsey with almost as unmeasured insistence. The Unionist papers hail Bermondsey as the beginning of the end, and it is said that when the news of the result reached the lobby it was greeted by Austen Chamberlain with the exclamation, "That is the last of the budget!"

WILL DEVELOP ITS COAL LANDS

(Special to The Monitor.)

VANCOUVER, B. C.—The Grand Trunk Pacific railway will begin the extensive development of its coal lands in the Telkwa valley, in northern British Columbia, early in the year. A branch line will be built into the valley. H. J. Lewis, an expert from Pittsburgh, has examined the property and will report on the best method of development. The coal, he states, is of superior quality, and will insure an ample supply for the new transcontinental line and for the smelters which may be built in that region.

HERR VON BILINSKI SEES DEFICIT NEXT YEAR IN AUSTRIA

(Special to The Monitor.)
VIENNA.—Herr von Bilinski, Austrian minister of finance, in his speech explaining the budget for the financial year, acknowledged that by December, 1910, there would be a deficit of 42,000,000 kronen (\$8,400,000) which he proposed to cover by new taxation. This is the first time in 20 years that a deficit has been shown in the budget proposals, and it has had quite a depressing effect both on the representatives in the Chamber and the ordinary taxpayer.

NORTHWEST WILL HAVE WIRELESS

(Special to The Monitor.)
EDMONTON, Alberta.—It is expected that the entire Northwest, from Winnipeg to the Pacific coast, will have wireless telegraph service by the middle of next year, arrangements having been completed by the United Wireless Telegraph Company to install stations at Winnipeg, Regina, Battleford, Calgary, Saskatoon and Edmonton. It is intended to have the station completed in this city by February next.

WILL MAKE TOUR OF LARGE CITIES

(Special to The Monitor.)
VANCOUVER, B. C.—The lugle band of the Duke of Connaught's own rifles, fifty in number, will this winter tour the principal cities of the United States and Canada. An amusement corporation, of which Mayor Douglas is president, are managing the enterprise, and will be assisted by the Vancouver Tourist Association. To be included in the performance will be a brief lecture on the resources of British Columbia, but more particularly of the city of Vancouver.

REPORT KRUPPS TO BUILD ARSENAL

(Special to The Monitor.)
BERLIN.—The Prussian and Bavarian war offices are considering turning over the manufacture of arms and explosives to private firms, owing to the fact that the production of these by the government is entailing too great an expense.

According to reports from those usually well informed, the Krupp company is about to build an immense branch arsenal at Ingolstadt, in upper Bavaria.

MRS. ROOSEVELT AT NAPLES.

NAPLES.—Mrs. Theodore Roosevelt and Miss Ethel Roosevelt have arrived here from Rome. They were received by the secretary of the American consulate, and went to the Excelsior hotel, where many flowers awaited them.

They will sail for the United States tomorrow.

INTERNATIONAL SHIPPING FEDERATION IS REGISTERED

The International Shipping Federation has now been constituted and registered. Invitations were extended two years ago to the representatives of ship owners' associations in various European countries by the English Shipping Federation, to meet in London in order to discuss the possibility of forming an international federation. Delegates from France, Belgium, Holland, Germany, Italy, Denmark and Sweden met in October, 1907, in London, when it was decided to form an international combination, and to call another meeting. This second meeting was held in January, 1908, when a special committee was appointed to draw up the rules. These rules were accepted in the spring of this year, and the International Shipping Federation was subsequently formed.

Exchange Slips - LONDON LETTER - New Federation

(Special to The Monitor.)
LONDON.—Referring to the statement that the Canadian government had proposed to make the Dominion warships interchangeable with the British warships, Mr. Denkin, the federal prime minister of Australia, declared that the Australian government had arranged for it to be possible to exchange their ships and crews with those of the imperial navy. Cruisers would, he said, be sent when it was thought desirable, not only to sections of the imperial fleet itself, their place being taken in the meantime by imperial cruisers.

WOMEN IN FRANCE CARRY OFF HONORS IN EXAMINATION

(Special to The Monitor.)
PARIS.—Women candidates carried off the majority of the honors at the recent entrance examinations of the National School of Fine Arts. There are 116 candidates admitted annually to the sections of sculpture and painting and this year one half of the successful competitors are women. This is all the more noteworthy as there is only one studio where they receive preparation, whereas there are six studios for the men.

PROSPEROUS YEAR ON STATE RAILWAYS SHOWN BY REPORT

(Special to The Monitor.)
MELBOURNE, Victoria.—The revenue returns of the Australian State railways show that the past year was the greatest in the history of that commonwealth, notwithstanding the reductions in freights and the extensions of the railways to new districts.

There are 14,846 miles of railway now open, which is an increase of 2000 miles since 1891. The railway tracks of Victoria, New South Wales, and Queensland average 3500 miles in each state, while South Australia has 2000 miles. The gross earnings for the year amounted to £14,737,388, and the expenses to £8,706,060, leaving a working profit of £6,031,328.

The interest charges amounted to £5,074,363 on a capital of £143,865,832, leaving nearly one million to swell the public revenue. The return represented by the working profit on the capital was 3.75 per cent in Queensland, 4.16 per cent in Victoria, 4.45 per cent in New South Wales, and 4.93 per cent in South Australia.

The capital expenditure was divided as follows: Victoria, £42,544,000; New South Wales, £47,613,000; Queensland, £24,335,000; South Australia, £14,157,000; Western Australia, £11,016,000; and Tasmania, £4,000,000. The average interest charge was 3.65 per cent.

CHARITY CHARTER ASKED BY CHINESE

HONOLULU.—Lee Jong, Mow Kui, Pang Pat Kui, Chin Yung, Lau Tsung Men and Lee Yee, Chinese residents of Waipahu, have applied for a charter of incorporation for an eleemosynary association to care for, protect and support Chinese in the territory of Hawaii. Petitioners ask to be empowered to purchase and hold real estate, to erect buildings thereon, and to furnish them, the value in all not to exceed \$25,000.

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hazarded that no one ever went to live in Bermondsey by choice. If there is a constituency in the country in which dukes should be unpopular and the budget popular, that constituency is Bermondsey. Nobody in Bermondsey would be affected by the land tax, everybody would be affected by a tax on corn. Yet this Bermondsey has elected a Liberal, and has elected a Unionist. No wonder the Unionists cheered vociferously, and hurled sarcastic shouts of "A poor man's budget!" "A popular budget!" across the House at the discomfited Liberals. These were the emotions, but there was also a moral of which not a few of those present must have been well aware.

Bermondsey was not always, in parliamentary parlance, Bermondsey. A quarter of a century ago it was Southwark. Then came Mr. Gladstone, like some Abbe Terray, and Southwark was reduced by some two fifths, and out of what was taken there blossomed Bermondsey. One day, however, toward the end of Lord Beaconsfield's last administration, when Southwark was as yet Southwark, there occurred a vacancy in the country of the tan pits, and that famous and popular barrister, Sir Edward Clarke, was put up to win radical Southwark for the Conservatives, and he did. Great were the Conservative rejoicings, the tide was declared to be flowing, it always flows on these occasions, and before it had time to ebb, Lord Beaconsfield determined to appeal to the country. Within six weeks the Conservative debacle was complete, Southwark had returned two Liberals, and Mr. Gladstone had entered into power. The tide had gone out not on the ebb, but on the rise.

Bermondsey has fairly maintained the reputation of Southwark as a political weathercock. There have been exactly seven elections since the borough was created, and with the exception of the famous occasion of the kiki election, it has alternated Liberals and Conservatives, as its representatives, with engaging impartiality. It is true that on the present occasion the turn-over of votes has been more pronounced than upon any other. A Liberal majority of 1759 has been converted into a Unionist majority of 987, but it must not be forgotten that there was a socialist in the field whose vote accounted for almost the exact amount of the Liberal decrease. It does not of course follow that if the socialist could have been eliminated the Liberal would have gained full amount of his poll. The socialist has given it as his opinion that there were at least 500 irreconcilables among his followers who would on no account have voted Liberal. If his estimate is accurate the Unionist would still have been returned by a small majority. It would have been a victory, but there would have been nothing of a landslide about it. Taken by itself, there would have been

nothing in the victory either to elate the Unionists or to deject the Liberals. To recover their lost ground the Unionists should have carried the seat by a clear majority; it is difficult to say for certain that with the socialistic candidature withdrawn they would have done this. The sting really lies in the fact that Bermondsey is only the last in a long series of reverses. It was imagined that the popularity of the budget would have turned the tide, but it does not appear to have done so.

Meantime the indignation provoked by Mr. Trevelyan's speech is as violent as ever. Amidst the cries with which the result of Bermondsey was received in the House were loud sarcastic cheers for the lord advocate. His explanation of the day before that he did not mean that the Unionists would stop the pensions if they got in, but that they would be unable to raise the necessary funds by means of tariff reform to pay for them, is regarded with anything but satisfaction by his own side. That no scheme of tariff adjustment yet put forward would have the effect of raising the necessary revenue may, or may not be the case, but the fact remains that the government would be compelled to find a means of raising the necessary revenue, even if it was reduced to ignominiously following the example of Mr. Lloyd George, and searching for the richest hen-roosts to rob.

Another question involving both foreign and domestic shipping interests will develop from the requests laid before the government by ship owners and harbor authorities along the Atlantic coast and St. Lawrence route relative to the establishment of adequate drydock accommodation for the rapidly increasing commerce of the Canadian ports.

There are also reports of a request for subsidies for a line connecting with the ports of France, and any discussion of the recent conference between West Indian representatives and the Canadian ministers—if reached during this session—will involve the consideration of better steamship connection between these two British possessions.

As yet the "trade war" predicted by United States newspapers as imminent between their country and Canada has not been given much prominence at the capital, but the advisability of keeping Canadian pulp wood at home is not disregarded, and the stimulus to Canadian industry resulting from measures already adopted to accomplish this has been noted.

This session will be the first one to see the labor interests of the country directly represented in the cabinet, the inauguration of the new minister of labor having taken place after the close of the last session.

It is considered probable that the session will last for six months at least, and the relative strength of the two parties remains practically the same as at the opening of the last parliamentary session, there being a large Liberal majority in the Commons and an overwhelming majority in the Senate.



JOSEPH CHAMBERLAIN.
Who is chancellor of the University of Birmingham.

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SECOND SESSION OF PARLIAMENT WILL BE OPENED TODAY

(Special to The Monitor.)

OTTAWA, Ont.—The second session of the eleventh Canadian Parliament opens today—an exceptionally early date for the "opening," which is necessitated by the unusually important and numerous questions now before the country, questions which are probably of greater international importance than those faced by any previous assembly since confederation.

Without much doubt the problem looming largest on its horizon is the inauguration of Canada's naval defense system, a work so entirely new to the colonial legislators that the home government has consented to lend it aid for the advancement of the project, by sending two representatives to the capital who will consult with the government regarding the preliminary legislation necessary for the establishment of a navy, as well as to assist in the actual working out of the plan decided upon by Parliament.

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OPERA BAG

Leading Events in Athletic World

STRANG BREAKS TWO MORE AUTO RECORDS IN ATLANTA RACES

Knipper in Chalmers-Detroit Takes Hundred-Mile Race After Nilson Is Forced to Withdraw.

HARDING WINS ONE

ATLANTA, Ga.—Several automobile and motorcycle races were on the program of today's events at the speedway. The main event was the 120-mile contest for light cars, the prizes being the Atlanta Automobile Association trophy and \$600 to the winner. Three 10-mile contests, a 20-mile and a 4-mile for stock cars completed the automobile events. Two races for motorcycles were also on the card.

Two more automobile track records were broken by Strang Wednesday.

Harding drove an Apperson "Jack Rabbit" to victory in a 10-mile contest. The Buick car won the amateur 10-mile free-for-all by 1-100 of a second, but lost the 100-mile race on the last lap. The Buick was driven by Joe Nelson, Chevrolet's mechanic, and he lost on the last lap to Will Knipper when his lubricating oil became exhausted.

Louis Strang had to withdraw from the 10-mile race for large stock cars after the first lap, in which his Fiat Sixty had assumed the lead. He won two other races in his 200-horsepower Fiat with ease, defeating Oldfield and Christie in the remarkable time of 7m. 19.4s., averaging about 39.5s. to the mile, except in the last lap when he "blew" a tire and had to reduce speed at the turns which prevented his making the distance in less than seven minutes. As it was, his time broke Aiken's new record of 8m. 2.41s. made yesterday.

Strang averaged 41.11 seconds in the four-mile. George Robertson was compelled to withdraw his Fiat from both events in which he was entered.

The 100-mile light stock cars race proved the feature of the day, ending with Chalmers-Detroit cars in first and second places, drivers Knipper and Matson, respectively. At the start Nelson fought Matson for second place, eventually winning the honor when the latter stopped for repairs. A 30-mile chase of Knipper put Nelson in first position, which he held until the eighth mile. Then Knipper, who took brilliant advantages of the curves, dashed past him at the stands, bringing the crowd to its feet with a great roar of applause.

At the eighty-eighth mile Nelson recaptured the lead. Knipper clung close to him until the last lap, and then, to the surprise of the spectators, Nelson suddenly slowed up. His machine had been out of lubricating oil for 10 minutes, and moved at greatly reduced speed. Knipper shot past him and came in an easy winner. The summary:

Event 10—Harding, Apperson, first; Marquis, Strang, second; no third finished. Time 8:30.6s.
Event 11—Knipper, Chalmers, first; Matson, Chalmers, second; Nelson, Buick, third. Time 1:40:16.50.
Event 12—Strang, Fiat, first; Christie, Christie, second; Aiken, National, third. Time 2:47:34.
Special 10-mile between Oldfield, Strang, Christie, Strang, Fiat, first; Oldfield, Fiat, second; Christie, third. Time 7:01.94. First prize, \$500; second, \$250.

PRINCETON SQUAD AT FARMINGTON

PRINCETON, Conn.—The Princeton football squad arrived here Wednesday and today will hold a secret practice on the links of the Country Club. Before the drill, however, the squad will tramp over the country. The squad, coaches and trainers make 34 men, and upon their arrival at Hartford they were met by a special trolley car and brought to the Elm Tree Inn, which will be the headquarters until they leave for New Haven Saturday, to meet Yale. All the members of the team were in excellent form and feel confident of making a good showing Saturday.

The car bearing the players stopped a minute at West Hartford to take a switch, a bevy of girls appeared with Yale flags. The Princeton players threw open the windows and cheered. The girls surprised the team by giving a Princeton "locomotive" cheer.

HARVARD AT NEW HAVEN.

NEW HAVEN, Conn.—The Harvard varsity cross-country team which left Cambridge this morning at 9:15 o'clock arrived here this noon. The team will run against Yale at 3:30 o'clock tomorrow afternoon in their third cross-country race. This afternoon the squad will walk and ride over the Yale course, which is six and three quarters miles long, extends for about one mile through the fields, a mile over macadam road, another over stony wood road, two more over macadam, a sixth on a dirt causeway, and ends with an up-grade and one lap on the track at Yale field.

The team will be made up as follows: W. H. Fernald '12, G. R. Harding '11, P. C. Heald '11, H. Y. Masten '10, W. P. Rogers '11, R. H. Rowse '12, E. L. Viets '11, P. R. Withington '12.

SENIORS WIN FOOTBALL TITLE.

NEW YORK.—For the third successive time, the senior class football team of Columbia University won the title in the interclass championship series. They defeated the juniors in the deciding game 25 to 0.

YALE PLANS TO BLOCK KICKING

Coaches Spend Much Time Drilling Varsity in Breaking Up Princeton Drop-Kick Formation.

NEW HAVEN, Conn.—The Yale varsity eleven had a rather easy practice Wednesday. No scrimmage work was indulged in and it is announced that there will probably be no more before the Princeton game. The coaches want to keep the team in good condition for Saturday.

The entire squad was on the field in the afternoon, but the practice was shorter than usual, and everyone was back at the gymnasium at 4 o'clock. The coaches included Sheelin, Bloomer, W. W. Heffelfinger, Frank Hinkley, Frank Butterworth, Walter Camp, Carl Flanders, Clinton Roraback, Burr Chamberlin, Olcott, Howard Jones, Wheaton, Raynham, Townsend and Dr. Hammond.

Frank Hinkley paid special attention to Harry Vaughan, who is to take Logan's place on the Princeton game. Hinkley also paid considerable attention to Haines, who has rejoined the squad after being out for five weeks.

Logan, end, was at the field again, but was in his street clothes. Logan is anxious to get into the game again, but this seems practically impossible. He has worked hard all fall and was certain of a place in the big games until forced to withdraw from the Brown game.

Much time was spent breaking up the drop-kick formations. Hinkley was a great help in coaching for this work, and so were Bloomer and Sheelin, both of whom were famous for breaking up these plays. The varsity lined up as follows:

Kilpatrick, L.; Hobbs, L.; Andrus, L.; Conner, C.; Goebel, T.; Paul, R.; Vaughan, R.; Howe, G.; Philbin, L.; Coy, R.; Daly, T.

There was a 10-minute scrimmage between the third and fourth teams in the usual morning practice was held at the gymnasium and the varsity men went to the gymnasium for the usual drill in blackboard work and in signals in the evening.

Paul showed up strongly in breaking up the scrums' formations and there is a possibility that he will get into the game against Princeton Saturday. Paul is almost as good as Lilly.

Captain Coy will start the game Saturday and the Yale backfield will be Philbin, left halfback; Coy, right halfback; Daly, fullback. Savage has not had enough experience and the team lacks dash and power without Coy and Philbin. Savage and Murphy will undoubtedly displace Coy and Philbin in order to save the latter two for the Harvard game.

The hotels are already filling up. Graduates are coming back earlier and in greater numbers than ever before. Twenty-two special trains and 12 regular trains will be run from New York. Specials will be run from every city in this state and from Boston. There will also be six big parlor car trains from New York.

The Harvard varsity crew won from the second by about a length and from the third by 10 lengths of open water on the Charles river Wednesday in the annual 3½-mile race which closes the fall practice. Between the first two crews the race was a close struggle, the varsity pulling gradually ahead over the last three quarters of a mile by superior strength. Throughout the course the second exhibited good form, with an abundance of life and dash, while the varsity's rowing was rather poor over the first two miles.

Halfway from Harvard bridge to the finish the bow of the second crew's shell, the University crew rowing at this point a hard 23. The second crew fought hard, however, and the University eight was now only able to gain by feet. About a quarter of a mile from the finish both crews were rowing stroke for stroke at 33 and absolutely even. Three hundred yards from the finish the University eight began to go steadily away and crossed the finish line in a sprint of from 34 to 35, a winner by a scant few feet of open water.

There will be no more active work until February, when the men will begin work in the tank. Many of the men will row in singles as long as the weather permits, and an eight will probably be formed to row on good days to try out Newton at stroke. Coach Wray will supervise this work. The order:

Varsity: Cutler, Waid, Connel, Newton, Bacon, Strong, Metcalf, Leslie, Sargent, King, Crossman.

Second: Foster, Hooper, Higginson, Maxwell, White, Loring, Parker, Anderson, Voorhes (coxswain).

TUFTS HAS STRONG OFFENSE.

MEDFORD, Mass.—The Tufts varsity scored three touchdowns in a lively scrimmage with a strong second team Wednesday afternoon on the old campus while the second eleven was able to make only a single first down. The recent shift in the line-up, Dittick going to left halfback and Bohlin from that position to quarterback, was tried again in Wednesday's scrimmage and worked surprisingly well. The varsity offense was especially strong.

HUESTON STILL LEADS KLING.

KANSAS CITY.—At the close of the play Wednesday night Thomas Hueston, playing John Kling for the pool championship of the world, was 63 points ahead, having increased his lead of 61 points by two.

HARVARD SQUAD AGAIN INTACT

Coaches Give Varsity Long Practice Breaking up the Dartmouth Formations—Browne Placed at Left End

The Harvard varsity football squad held a long signal drill during the secret practice Wednesday afternoon in the stadium. Later the second lined up against the first for a short scrimmage, in which the teams practiced formations and plays to be used against Dartmouth on Saturday.

G. G. Browne, end, and McKay, tackle, were both in the line-up. Browne playing left end in place of Houston. Wigglesworth replaced O'Flaherty during the signal practice, running the team fast and accurately. Hooper and Minot were both given a lay off, but were on the field. Minot will probably take his place in the line-up today or tomorrow.

After the regular practice Coach Kenard spent some time with O'Flaherty, drilling him in drop kicking. P. Withington tried a number of kick-offs. The signal drill for both the varsity team and substitutes was held after the scrimmage work, and when this was concluded the teams were sent in.

The second team tried a number of Dartmouth's plays on the varsity, and they were coached on how to stop them. Several of the second team coaches were at the Dartmouth-Princeton game Saturday, and came back with the plays that were used by the former. Monday and Tuesday were spent in teaching them to the second team, and Wednesday they were tried on the varsity.

The appearance of every man on the first squad on the field dressed to play was very encouraging. R. Brown, Rogers, Hooper and Perkins were all put through light work. McKay and Corbett appear as good as ever. Gil Browne started the practice at left end which would seem to indicate that if he gets into the remaining games it will be in place of Houston. L. Smith has been playing a grand game at right end and now seems certain of holding it. The line-up:

FIRST TEAM. SECOND TEAM.
Browne, Houston, L.; McKay, tackle, Whitely, McKay, Bush, L.; O'Flaherty, F. Blake, P. Withington, C.; Barber, Fisher, R.; O'Flaherty, L.; C. C. Knapp, P. Smith, T.; Le. Blanchard, Wigglesworth, O'Flaherty, G. G. Merrill, Corbett, L.; O'Flaherty, R.; Tryon, Lewis, P. D. Smith, R. H. M. Page, Morrison, Long, T. B. E. S. Blodgett.

The second mass meeting will be held in the living room of the union this evening at 8 o'clock. Capt. H. Fish, Jr., 10, and Head Coach P. D. Haughton '99 will address the meeting. G. P. Gardner, Jr., 10, will preside and lead the cheering, assisted by C. L. Lanigan '10, and J. S. Reed '10 will lead the singing.

New songs which are to be practiced are: "Harvardiana," "Harvard's Jubilee" and "Harvard's Triumph"; the old songs are: "Fair Harvard," "Gridiron King," "Harvard Every Day," "On Soldiers' Field," "On to Victory," "Our Director," "Up the Street" and "Veritas."

HARVARD CREWS DINED TONIGHT

The Harvard Club of Boston will give a dinner in honor of the 1909 varsity crew at the Hotel Somerset this evening at 7 o'clock. Besides the varsity crew, there will be present as guests, the varsity four, the freshman eight, the freshman four and the gentlemen's eight, all of these crews having won from Yale at New London last spring.

Maj. Henry Lee Higginson, of the class of 1855, president of the club, will preside, and W. S. Hall '69, will act as toastmaster. President Lowell will be present and will speak. Other speakers will be: Judge W. C. Loring '72, J. F. Curtis '99, E. C. Cutler '99, J. Waid '10, captain of this year's crew, and F. M. Blagden '09. Owing to the large number of acceptances already received, a record attendance is expected.

CHINESE STUDENT FOR OFFICE.

WORCESTER, Mass.—At the directors' meeting of the Worcester Polytechnic Institute Athletic Association to be held in Boylston hall tomorrow afternoon two candidates, one of whom is a student from China, will be voted on for the office of assistant manager of the Tech basketball team. The two candidates are Charles T. Leigh of Seattle and Yu Shu Chin of Anhui, China. Both have a big following among the directors, although the student from China is expected to win over his American opponent, and if he does he will be the first Chinese student that has ever held office on any college athletic team in this country or England. Appropriations for various athletic teams will also be voted on by the directors of this meeting.

ELECT ATHLETIC OFFICERS.

R. H. Allen '10 of Cincinnati has been elected president of the Massachusetts Institute of Technology Athletic Association, Harold Lockett '10 of Chicago, vice-president, W. D. Allen '11 of Nantucket, secretary, and C. H. S. Merrill '11 of Manchester, treasurer. These members, representing the undergraduate body on the advisory council on athletics, were chosen: T. B. Parker '11 of Wellesley, John Avery, Jr. '10 of West Newton, and Karl D. Fernstrom '10 of Norfolk, Va.

SENIORS SHOOTING CHAMPIONS.

The Harvard seniors won the interclass shoot on Soldiers field Wednesday by defeating the sophomores, 172-131. B. M. Higginson '10 was high man, with 47 out of a possible 50; C. F. Morse '10, second, with 44 out of a possible 50.

CHICAGO EXPECTS FOOTBALL VICTORY IN CORNELL GAME

Coach Stagg Expects Hard Contest and Refuses to Predict Result, But Players Are Confident.

WAS TIE LAST YEAR

CHICAGO—Strenuous efforts are being made by Coach Stagg and Captain Page to whip the Chicago University varsity football team into proper shape to de-



R. G. WORTHWINE.
Fullback Chicago varsity eleven.

feat Cornell in their annual contest at Ithaca next Saturday. Last year's game resulted in a 6-6 tie, and the westerners are very anxious to win this year.

The practice Tuesday and Wednesday was of the hardest kind. All of the first



H. J. ERHORN.
End Chicago varsity eleven.

choice men are in good condition and ready to play a hard contest. From the showing made in the Northwestern game, it is practically assured that the two new ends, Erhorn and Sauer, will continue in their berths. Menaul and Davernport, the two substitute halfbacks, have also been tried out in practice.

Coach Stagg will depend largely on trick plays to beat Cornell. The list includes some 50-odd formations, the majority of which have not been used at all this season in regular games. Against Minnesota the team was not in shape to bring them into use, and in the other games there has been no necessity for anything other than old-style football, as Chicago has always been on the long side of the score.

The players confidently expect to win, though none of the coaches as yet share the confidence of the players and students sufficiently to predict a victory. The optimists base their hope for victory upon the belief that the Chicago team, as it appeared against the purple, is a completely different machine from the one which went down to defeat at Minneapolis a week before.

RECORDS BROKEN AT HORSE SHOW

Western Six-in-Hand Teams Are Being Exhibited Today for the First Time in Many Years.

NEW YORK—Admirers of the hackney were out in force today when the merits of several classes of the high-steppers were passed upon by the judges at the national horse show. The entire forenoon session was given up to the judging of these animals while the afternoon offered a varied program.

Society's patronage of the horse show admittedly was never more generous than this year and the display of fashion in Madison Square Garden's big amphitheater never more brilliant. Attendance records are up to the highest marks of former years, and with an unusually attractive program, tonight is expected to find the garden filled with a crowd even larger in size than last night's—the biggest of the week so far.

Not a little of the show's increased popularity is held to be due to the presence of the American and foreign army officers with their chargers. Other events in which they will participate are scheduled for this afternoon and evening.

Polo ponies, which included some played at Hurlingham last spring, when the Meadowbrook Club won the international cup; hunters over the first high jumps of the week and shown as teams from hunt clubs, with high steppers and roadsters for a special cup, helped to fill up the program Wednesday.

In the preliminary jumping test over four successive hurdles, each 5 feet high, and to carry a minimum weight of 140 pounds, 24 of the entries, including the bay mare Biddy, ridden by Lieut. P. G. Yorke of the Royal British artillery, qualified.

Trotters shown in the breeding classes were mostly driven tandem before a saddle horse to bring out their speed and handiness. Judge Moore won a notable victory with his hackney Flourish after a close contest with J. W. Harriman's Lady Dillon.

J. W. Harriman's Dainty Eccles and Lady Eccles, Jack Donnelly driving, won the tandem hackney pony class from the field of six, beating Alfred G. Vanderbilt's four Mel Valley ponies, shown in two exhibits, with the owner driving, Wonder and Wonderful. This is the first defeat of these ponies as a tandem in this country.

E. T. Stotesbury of Philadelphia won for the second and final time the Delator challenge cup, value \$200, given by Ackley C. Schuyler, and offered for the best pair of roadsters. Stotesbury's entries were Lucia G. and Pearl Onward.

The hunting class was won by the Richmond Country Hunt of Staten Island. In the polo pony class, carrying up to 150 pounds, My Honey, owned by L. E. Stoddard, New Haven Polo Club, won. In the heavy weight ponies the winner was Handspring, T. Douglas Robinson, Essex County Country Club. The class for teams of three was won by the Meadowbrook Club.

There were 10 entries in the class for saddle horses over 14.2 and not exceeding 15.2 hands, to be ridden by women. The winner was Poetry of Motion, owned by Lawrence Jones of Louisville, and was ridden by Miss E. Rasmussen of Chicago.

The Forest King challenge cup is now the property of J. W. Harriman, owner of Avondale farm. It is a prize for gig horses. The judges awarded the prize to Nala, owned by Mr. Harriman, and it went to him permanently. Later in the evening Mr. Harriman announced that he would give a cup to be competed for under similar conditions, which would be called the Nala cup.

The British army officers won their first prize of the week in the class for officers' charges. Maj. the Hon. J. G. Beresford won first prize.

Bowling Results.

NEWTON LEAGUE.
Neighborhood 801 841 750 2425
Seabrook 690 894 675 2659
Albion Golf 779 763 867 2409
North Gate 745 951 862 2558
Hunnewell 588 790 799 2477
Highland 799 795 728 2322

AMATEUR BOSTON PIN LEAGUE.
Colonial 564 490 537 1591
Central 559 452 561 1572
Winthrop Y. C. 469 535 551 1555
Indley 552 565 500 1617

SUBURBAN INTERCLUB LEAGUE.
Oxford 428 469 442 1339
Newtowne 467 467 451 1385

SPANISH WAR VETERANS.
1 2 3 Totals.
Bogan, H. 408 453 473 1334
Hunker Hill, H. 351 346 380 1077
Whitten, L. 291 339 353 983
Roxbury, H. 397 388 397 1182
Grady 351 361 400 1112
Drum 463 424 398 1285
Huntington 452 398 417 1267
Parker 421 411 436 1268
Cassingham 439 407 461 1307
Walcott 406 386 415 1207

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RATIONAL GOLF

By Jason Rogers.

Much has been said about the merits of inland golf, but it is to be suspected that most of it is said on the principle that half a loaf is better than no bread, says Garden G. Smith in the London Globe. The fact remains, at any rate, that at this season comparisons unfavorable to his home course rise unbidden in the breast of the inland golfer, as he cuts priceless divots with his mud excavator from the turf, within sniff of the sea. The golfer who has once tasted the delights of seaside golf can never afterwards, if he be honest with himself, prefer anything inland. If the choice were given him of a week-end at the finest inland links in Britain—we purposely refrain from naming them—and the same period at, say, Sandwich or Rye, he would always choose the seaside course. And the proof is that he goes there in spite of crowds which make the game almost impossible, in spite of exorbitant green fees and rapacious hotel proprietors, all of which he could avoid, and get air just as fresh and pure, if he took his golfing holiday inland. The superior attractions of seaside golf are largely negative. There are no trees, no hedges, no mud, and no artificial hazards. All is natural. The turf is closer, shorter, and more elastic. The configuration of the whole course is more interesting, and the putting greens are of a more uniform texture. There are fewer risks by the

seaside, or at any rate, there is a less terrible variety of punishment. The ball is at least always playable, and is seldom lost. One remembers, also, that the seaside links are the original home of golf, and that if there had been no seaside links the game would probably never have been invented. Inland golf has none of this charm of association, and however great a boon it has brought to the great centers of population it is at best only a makeshift for the genuine seaside article.

It was certainly a stroke of business genius on the part of Bernard Sayers to introduce this strange new club with a vast head and a shaft wherein the player can feel the spring right "under his hand," as it is called; it was also a happy inspiration that gave the club its name, says the London Times. He has, in all probability, permanently improved the driving of a few, and temporarily raised the hopes of many more. Those who stand by the "Dreadnought" hold out hopes of a species of golden age when "pressing" shall be no more and everybody shall sweep the ball away from the tee with a gentle, easy and graceful swing; a beautiful dream, but one not in the least likely to be realized. The opposing party declare that the only result of these spring shafts will be to produce a degenerate race of slicers.

The truth may perhaps be found somewhere between these two assertions. The "Dreadnought," because of its very supple shaft, must prima facie make the timing of the shot more difficult; but for that very reason it may prove a blessing to those who are constantly at fault in timing. The new club may cause them to make a searching inquiry into their methods and cultivate a smoother and less vehement swing, while it will soon jog their memories most effectively if they begin to forget their good resolutions and go back to their old ways. On the other hand, those who can hit the ball hard and fast and yet smoothly are most likely better off as they are; and it is noticeable that the professionals, who possess as a rule rapid and powerful swings kept well under control, have to a man adhered to clubs of normal make.

To a player who has a smooth and even style, but one devoid of sting and power, the extra spring in the shaft may bring increased length without largely increased risk of error; but that, after all, is by no means a new discovery.

BASEBALL BOARD ON ARBITRATION

California State League Now Classed in Organized Baseball—Elect Sexton of Rock Island President.

MEMPHIS, Tenn.—The National Association of Minor Leagues met here today in what probably will be the closing session of the 1909 meeting. The report of the committee on the revision of the constitution and the selection of the place of meeting for 1910 were the principal events of the session.

The national board of arbitration met today and took up many cases, the majority of which were of minor importance. There are still more than 90 cases to go before the board and it is expected that body will not finish its task until tomorrow and possibly it will be forced to remain over until Saturday.

The second session came to an end Wednesday night. The important events of the session were the admission of the California state league to organized baseball, the unopposed election of President M. H. Sexton of Rock Island and a fight by the Northwest league for special legislation.

The ratification of the agreement drawn up by J. H. Farnum, secretary of the national association, and Frank Herriman, president of the California state league, met with little opposition. The clubs of the legalized California state league will be in San Francisco, Oakland, Sacramento, Fresno, Stockton, and one other city to be selected.

President W. H. Lucas and D. E. Dugdale, president of the Seattle club, who represented the Northwest league, made a hard fight for some special legislation in its favor, and the request was referred to the committee on revision. The Northwest league men contended that they were in a peculiar position geographically and that they were in reality a class A league, although now only in the B classification.

The president of the Central league, F. R. Carson, was a strong advocate of the establishment of a single drafting price by which the major leagues might take players from the four classes of the minor leagues. Now there is a sliding scale. Mr. Carson also said that a player should have a certain time in which to return his signed contract or incur a penalty. Both of Mr. Carson's suggestions were referred to the committee on revision.

The class C and D leagues asked that the minor leagues be allowed to deliver drafted players at the end of the season. Now these players are required to be delivered Aug. 23.

The Virginia Valley league was admitted to the National Association by the national board of arbitration. The circuit is composed of Huntington, Charleston and Parkersburg, W. Va., and Ashland, Ky. It was admitted to class D.

CHAMPIONSHIP CHESS GAME.

(First of Match.)

White	Black
1 P-K4	P-K4
2 Kt-K3	Kt-K3
3 B-K5	P-QR3
4 B-R4	Kt-R3
5 Castles	P-R2
6 R-K	P-Q3
7 BxKt ch	PxR
8 P-Q4	Kt-Q2
9 P-P	PxP
10 Kt-Q2	P-B3
11 Kt-R4	P-QR4
12 B-Q2	P-R5
13 Kt-R5	P-R3
14 Q-K2	B-K4
15 R-K3	B-K3
16 P-QR4	PxP e. p.
17 BxP	Kt-Q2
18 B-B3	K-R2
19 Kt-R4	P-K3
20 R-KB	K-K2
21 P-B4	PxP
22 Kt-B5ch	BxKt
23 PxR	RxR
24 Kt-B4	RxR
25 RxR	R-K
26 Q-B3	Q-Q
27 QxQBP	Kt-K5
28 Kt-B	QxKt
29 QxQ	PxQ
30 B-Q4	PxR
31 R-R2	K-R2
32 P-B3	K-K3
33 B-B	R-K5
34 K-K	Q-KR4
35 P-QR4	R-K4
36 K-K2	R-K5
37 R-R6	R-Kt
38 K-R3	R-K5
39 R-R5	Kt-R5 ch
40 K-R2	Kt-R5 ch
41 K-R3	Kt-R4 ch
42 K-R2	Kt-R5 ch
43 K-R3	Kt-R5 ch
44 K-R2	Kt-R5 ch
45 K-R3	Kt-R5 ch
46 K-R2	Kt-R5 ch
47 K-R3	Kt-R5 ch
48 K-R2	Drawn.

HOCKEY LEAGUE TO MEET.

The annual meeting of the Boston Hockey League will be held at the Hotel Thorndike tomorrow evening. At the dinner, which will be held at 6 o'clock, officers will be elected and plans for the season arranged. Manager William T. Richardson of the Boston Arena Company has been invited to address the

REFORMERS RESTIVE AT DELAY CAUSED BY NEW POLITICAL PLAN

(Continued from Page One.)

be considered to have a better chance to defeat the Fitzgerald forces is declared to be absolutely without foundation, and it can be said that the determination of Mr. Storrow to be a candidate, providing he is asked by the citizens committee, has not changed in the least.

Ex-Gov. Curtis Guild, Jr., today emphasized his determination not to be a majority candidate.

"I shall not become a candidate under any circumstances," he declared. "If the executive committee of the Republican city committee had any talk of asking me to become a candidate for the office I am sure I am obliged to them for their kind consideration, but I cannot, and will not, change my first statement. Any one of my friends who considers me for the office confers a great honor on me for which I am deeply grateful, but I cannot consider it."

Friends of the new election system are finding, among many people, considerable impatience at the delay in getting a candidate into the field who will represent the reformers. There seems to be a feeling that ex-Mayor Fitzgerald in getting his candidacy so early before the voters has secured an advantage, and that every day's delay in deciding upon the person to oppose him means a loss of votes.

It is only necessary, however, to call the attention of these people to the fact that there will be two months' time before the election is to be held, and that there is likely to be a different feeling after all nominations have been made. The reform element is not disturbed by the activity of Mr. Fitzgerald, because they realize that he has got to do a good deal of explaining a little later on, and there will be plenty of time for the opposition to him to be heard before the campaign is over.

It is realized by the organizations deliberating over a candidate to oppose Mr. Fitzgerald that great care is necessary in making a selection, and that undue haste might result in a mistake which would greatly injure the prospects of nominating a successful candidate. They feel that the voters who sympathize with their motives and purposes should not chafe at the evidence of careful deliberation with which the work is being done, since the final result is more likely to give general satisfaction to the friends of good government in Boston.

The friends of ex-Mayor Fitzgerald admit that they have a very hard contest before them, but say there is as good a prospect of his winning as there was the first time he ran. They confess that they are awaiting with some anxiety the result of the deliberations of the nominating committee of the committee of 150, and realize that much will depend upon what that body does.

None of the local political committees is pleased at the new election system. So far as can be seen, the Republican city committee is doing nothing at all, and while it may later on endorse a set of candidates, when all nominations have been made, it seems to be doing nothing to promote the candidacy of any one. Members of the Republican and Democratic city committees criticize the new charter, and say they believe plan 2 will tend to weaken the committees and prevent their doing as good work in state contests as they would have been able to do under the old system. They also think the non-partisan method of voting in municipal affairs will be likely to loosen party ties in state and national elections, and result in forming a large body of voters who will be attracted first by one party and then by another, so that elections will hereafter be much less easily gauged. A large part of the importance of a city committee in the past has been its function of conducting the municipal campaign, and it has also been recognized by the successful candidates in the distribution of patronage and positions under the city. It got its strength largely from this latter fact.

Members of the Democratic city committee say that a municipal ticket will be endorsed by that organization when the nominations have all been made and that it will be supported as strongly as under the old plan of election. There is some apprehension as to just how the non-partisan plan is going to work and as to whether it will be possible to hold the bulk of the Democracy together. Many Democrats think the small city council will be an aid to them, since it will be much easier to remember nine names than 36, and so mark them accurately without political designations to assist. A good deal of educational work is expected to be necessary in order to train voters to mark the right names, but party men think it may be done with a considerable degree of success.

Republican Committee Chooses No Favorites

Secretary Herman Homel of the Republican city committee issued a statement today to the effect that the executive committee of the city committee has decided to take no action whatever in the way of endorsing any candidate for mayor. A motion made to this effect by Charles Heinz of ward 18 and seconded by Courtney Guild of Ward 11 was carried unanimously at the meeting of the executive committee at the Hotel Bellevue Wednesday evening.

The committee of nine appointed to consider and recommend names of candidates for mayor will meet at the office

FIVE LARGE LINERS NOW IN PORT LIE AT EAST BOSTON PIERS

(Continued from Page One.)

and since then the three have traveled extensively on the continent. Mr. Foss met his family at the pier.

George L. Winsor, formerly of Dixbury, who has crossed the Atlantic 54 times, and H. D. Kimble, who owns the town of Rugby, Tenn., were also saloon passengers. Mr. Winsor is accompanied by his son and Mr. Kimble by his wife.

The Ivernia brought 57 saloon passengers, 390 second cabin and 435 steerage. On the west side of the same pier is the Navigazione Generale Italiana liner Lazio, Capt. Taccione Pio, whose arrival at an early hour this morning marked the entrance of the Italian line into the Boston service. The steamer brought second and third class passengers only, her accommodations for this service being above the average. In the steerage were 457 sons and daughters of the land bordering the Mediterranean. The cabin passengers numbered 22.

The steamer brought a large cargo, about 2700 tons in all, of which 1500 tons will be discharged here, the remainder going to New York. This freight includes 45,000 cases of macaroni, 190 barrels of olive oil, 1000 cases of vermilion and 4000 boxes of lemons.

The Lazio left Genoa, Oct. 23, Palermo Oct. 26, and Naples Oct. 28, William Hartfield of the firm of Hartfield, Solari & Co., New York, American agents of the line was on the dock when the steamer arrived and took charge of the landing arrangements.

The other three steamers at East Boston piers are the Lancastrian, Georgian and Iberian. The last two arrived Wednesday and already a large portion of their cargoes has been broken out, so that the warehouses on the piers are crammed with freight. The Lancastrian, which came in several days ago and is now taking on outward-bound freight, will sail tomorrow. She is lying at the east side of the Clyde street pier, the Georgian is on the west side of the same pier and the Iberian is on the east side of the railroad pier. As no transatlantic steamers dock on the west side of this pier all the accommodations for vessels at East Boston are completely filled.

EARL GREY OPENS OTTAWA SESSION

OTTAWA, Ont.—An unusually large gathering of spectators witnessed the opening of the second session of the eleventh Parliament of Canada today. The speech read by Earl Grey, the governor-general, made reference to the imperial defense conference held in London this summer and the naval program which the government has adopted as a result of it.

Other legislation foreshadowed by the speech was the revision of the bank act, the discussion in the Senate of the insurance bill, which has been before the House of Commons for two sessions, and the immigration bill, which was allowed to stand over from last session.

DRAW ENDS CHESS MATCH.

LEXINGTON, Ky.—The second of the series of games for the chess championship of America resulted in a draw, after 32 moves. The game was between J. W. Showalter of Georgetown, Ky., holder of the title, and Frank J. Marshall of Brooklyn, N. Y.

of the Hon. Charles S. Hamlin at 4 p. m. today for their first meeting, at which time a chairman and secretary will be selected.

The committee of nine on the balance of the ticket, which includes the choice of candidates for the city council and school committee, met Wednesday and chose Nathan Matthews as chairman and Representative John E. Rousmaniere of ward 21 as secretary. No other business was transacted.

Alderman James M. Curley, candidate for the new city council is the first to file nomination papers with the election commissioners. He filed 20 papers Wednesday afternoon bearing 1000 of the necessary 5000 names.

The highest number of candidates that can be on any paper is nine, the number of members of the city council, under the new charter. Accordingly a nominator may sign one paper for nine or for any number less than nine. As each nominator may sign for nine candidates, each nominator on the Curley combination may sign for two others.

Messrs. Curley, Timilty and Giblin are members of the present board of aldermen.

One action taken by the executive branch of the city committee Wednesday evening, and which was not authorized for general publication, had a very direct bearing on the candidacy of Mayor George A. Hibbard. This action was a unanimous vote to repudiate the Hibbard administration.

The Hon. Guy Ham of ward 20 was the only member of the committee who was not present when the matter was put to a vote.

It was very evident from the talk at the meeting that the members of the committee do not take kindly to the attitude taken by the citizens' committee in not inviting a representative of the Republican city committee to confer with it as to a candidate.

It was declared that the promoters of plan 2 considered the Republican city committee in the light of bosses before the state election and that the citizens' committee is going ahead with a self-constituted convention without taking into consideration the Republican organization.

NEWTON AND QUINCY Y.M.C.A. BUILDING FUNDS COMPLETED

Both Cities Over-Subscribe the Amounts Desired to Erect New Quarters and Campaigners Rejoice.

NEW TIME RECORD

The Newton and Quincy (Mass.) Y. M. C. A. building fund campaigns for \$150,000 and \$25,000, respectively, have been successfully finished, and Newton has made a new record for raising funds by the short term method, according to the reports given to the public today.

Among the donations reported at the final meeting of the Newton campaigners Wednesday evening was one of \$500 from Mrs. Mary Baker Eddy, the Discoverer and Founder of Christian Science, who lives in the Chestnut Hill district of Newton.

J. W. Blaisdell, the happy treasurer of the Newton Y. M. C. A., has in his possession today subscriptions to the new building fund amounting to \$155,664, \$24,151 having been pledged during the last day of the campaign.

Commenting on the success of the work, C. S. Ward, international secretary of the Y. M. C. A., who had charge of the campaign in Newton and who has been through 43 similar campaigns in cities of the United States and Canada, said that the work in Newton has broken two records. During his experience in "short term" campaigning for funds, he has never known a case, he said, where a city has raised such a large sum of money in so few days. Furthermore, he added, the period to be devoted to the canvass has never been shortened after the campaign began, as was the case in Newton.

At the close of the meeting of the Newton committeemen in Y. M. C. A. hall Wednesday evening it was announced that \$154,105 had been subscribed, but later in the evening \$1500 more came in, including a check for \$1000 from Mrs. I. Tucker Burr.

The detailed report of the business men's and young men's committees presented Wednesday evening is as follows:

BUSINESS MENS COMMITTEE.

No. 1—S. A. Conover.....	\$1,367
No. 2—E. O. Childs, Jr.....	1,615
No. 3—William J. Follett.....	2,250
No. 4—S. M. Sayford.....	1,010
No. 5—E. W. Cause.....	850
No. 6—C. A. Haskell.....	1,428
No. 7—E. S. Retan.....	1,803
No. 8—J. A. Gardner.....	1,222
No. 9—Arnold Scott.....	570
No. 10—H. L. Greene.....	2,000
Total.....	\$14,155

YOUNG MENS COMMITTEE.

Team A—Draper Swan.....	\$346
Team B—Seth Wood.....	715
Team C—Harold Easton.....	362
Team D—Willard Day.....	402
Team E—Robert P. West.....	251
Total.....	\$2,076

The following additional subscriptions for \$500 and over were announced and are included in the grand total:

Eben H. Ellison.....	\$1,000
Friend.....	1,000
Friend.....	1,000
Friend.....	1,000
Andrew Adie, Chestnut Hill, Brookline.....	500
E. S. Webster, Chestnut Hill, Newton.....	500
Arthur F. Luke, West Newton.....	500
Memorial to Charles E. Eddy, a former president of the Newton Y. M. C. A. by four Boston business friends.....	500
Frank A. Schmeier.....	500
William M. Bullen.....	500
Mrs. Mary Baker Eddy.....	500
F. E. Stanley.....	500
Mrs. Amelia Barrett.....	500
Mrs. George F. Lowell.....	500
Saco & Pettie Machine Works.....	500
George A. Frost.....	500
Mrs. Mary E. Ellison.....	500
Total.....	\$24,151

It was announced at the meeting that a gift of \$5000, given last week from "A Friend," was from the estate of Mellen S. Bray.

Chairman Frank A. Day of the citizens committee stated that the name of Lieut. Charles T. Leeds should have been included among those who gave the subscription of \$1000 in memory of Benjamin I. Leeds.

In announcing the work of team 10 Captain Greene said that the actual subscriptions amounted to \$1840, but that the team members contributed sufficient themselves to bring the total to \$2000.

The Rev. Joshua W. Wellman, who was pastor of Eliot church, Newton, more than 50 years ago, sent \$100. A "Framingham farmer" contributed a similar amount. A telegram received from a Connecticut town announced an anonymous gift of \$100. The inmates of Pomroy home sent \$25.

There is great rejoicing in Quincy today at the realization that the \$25,000 fund for the local Y. M. C. A. is complete and has been increased to \$27,250 by the generosity of the citizens.

After the meeting of the solicitors Wednesday evening, at which it was shown that the desired \$25,000 had been reached and passed, the fire and church bells pealed out the welcome news to the neighboring farmers and a bugler on the roof of the Shaw building on Washington street played "Praise God from Whom All Blessings Flow."

At the final meeting of the campaigners Wednesday evening, many of the prominent citizens of Quincy were present to congratulate the successful solicitors. Speeches were made by Theophilus King, captain of the citizens' committee and a man who has been a tower of strength throughout the campaign; the captains of the soliciting teams, 10 in all; Mr. Sedgwick, treasurer of the Fore River Shipbuilding Company; C. A. Colburn, assistant state secretary of the association; E. L. Gay, local secretary of the association; and Harry Brooks, organizer of the young men's and boys' teams.

Before the meeting adjourned a telegram was received from Pasadena, Cal., from John R. Graham of Bangor, Me., a former resident of this city, who wired \$100. Another message from Frank A. Day of Newton brought \$250.

The association started out last Wednesday to raise \$25,000 in a week for the purpose of paying off the indebted-



J. W. BLAISDELL.
Treasurer of the Newton Y. M. C. A., who today holds pledges for the construction of new home.

ness remaining on the handsome new building and for the completion and equipping of the swimming pool in the gymnasium.

Much credit is being given to the young men and boys who participated in the campaign. They succeeded in raising \$700.

The reports of the Y. M. C. A. campaigners in Chelsea show that up to this morning \$35,443, or more than half of the desired \$69,000, has been subscribed.

The reports of the Chelsea campaigners for Wednesday showed that during that day \$4844.50 had been subscribed. This amount included a gift of \$1000 from Waldo E. Pratt of Weylesley, formerly of Chelsea, and a like sum from his wife.

The need of getting more small subscriptions was emphasized by William B. Dennison, chairman of the business men's committee.

Team 1—Capt. W. S. Butler.....	\$227.50
Team 2—Capt. H. W. James.....	111.00
Team 3—Capt. J. M. Riley.....	375.00
Team 4—Capt. W. L. Martin.....	122.00
Team 5—Capt. H. L. Slade.....	247.00
Team 6—Capt. M. D. Williams.....	35.00
Team 7—Capt. C. C. Hill.....	32.00
Team 8—Capt. C. A. Odiorne.....	245.00
Team 9—Capt. W. C. Mitchell.....	331.00
Team 10—Capt. G. L. M. Hayes.....	138.00
Citizens' committee, A. C. Stone, chairman.....	2,630.00
Total.....	\$4,844.50

One of the interesting subscriptions reported was that of \$2 from Wah Sing, a Chinaman who has shown much interest in the Y. M. C. A. campaign.

Beverly's campaign for a \$100,000 Y. M. C. A. building opens next Tuesday, when the 20 teams, 10 of the men and 10 of the younger men, will gather at City Hall for the first meeting.

Melville Woodbury, one of the leading shoe manufacturers in the county, is the chairman of the committee, and during the campaign a luncheon will be served at City Hall every night.

The Cambridge Y. M. C. A. building fund campaign will begin tomorrow and will be conducted by C. S. Ward, who will adopt the "short term" method for raising the necessary funds.

Nov. 26 is the date fixed for a similar campaign in Lowell to raise \$150,000, the cost of a new building and equipment to occupy the site of the present building in Hurd street, and the block adjoining, which is also owned by the association.

This campaign will also be in charge of C. S. Ward, and the usual "short term" method will be adopted.

JAPANESE TO BUY AMERICAN TOOLS

DENVER—Baron Reys Kanda, the foremost mining engineer of Japan, and who has a world-wide reputation, arrived in Denver recently, on a tour of the mining districts of the United States.

He is chiefly interested in the cyanide process which he is anxious to apply to a number of low-grade propositions in Korea, he said, and his visit means the purchase of the machinery necessary.

"We come to America for all our mining machinery," said the baron, "for not only is it the best but it is the latest. We do not make it ourselves, for all we could do would be to copy, and by the time we had it finished our Americans would have some improvement which would make ours obsolete."

"I was surprised to learn that the United States has no bureau of mines such as we have in Japan, but your geological survey does great work."

ENGLISH WALKER'S STRENUOUS FEATS

Capt. Barclay was the great English athlete of the early nineteenth century. On July 12, 1800, the Newmarket bells rang a peal in honor of his completed walk of a mile in each 1000 successive hours. In his first week of it he averaged less than fifteen minutes for each mile; in the last week more than twenty-one, says the Chicago Daily Journal. Capt. Barclay in 1801 walked 110 miles in nineteen hours in a muddy park. In 1808 he rose one morning at 5, walked thirty miles grouse shooting, dined at 5 p. m., walked sixty miles to his house at Ury in eleven hours, did some business and walked sixteen miles more; walked home at 7 a. m., and spent the day patting shooting—in all, 130 miles, without sleep for two nights and three days.

Suburban News

HYDE PARK.

The Social Circle of the Baptist church will give a harvest supper in the vestry this evening.

Miss Helen Beckford of this town has been selected as the violin soloist at the Boston-1915 exposition for today and tomorrow.

Louis Weld, a graduate of Hyde Park high school, class of 1900, has been appointed professor of English at the University of Pennsylvania.

The men of the Clarendon Hills district will meet at the Congregational church this evening to form an improvement league. Speakers from other leagues will be present. The meeting is in charge of Charles A. Phinney, Foster Cass and Henry L. Johnson.

MALDEN.

The Malden Masonic Association held its annual meeting Wednesday evening and elected the following officers for the year: President, George L. Griffin; secretary, E. S. Wellington; treasurer, Joseph L. Bickness; auditors, Walter F. Medding, William F. Chester; trustees, W. D. Serrat, G. H. Bates, J. H. Nute, A. F. Pease and Thomas P. Blake.

The Onetara Canoe Club held its annual dance in the auditorium ball room Wednesday evening.

The Linden Improvement Association has endorsed Charles L. Moore for reelection to the common council.

WALTHAM.

The Waltham Education Society will hold its annual reception to parents and teachers Nov. 18.

Mayor E. A. Walker and Superintendent of Streets Jones visited Worcester recently, making a study of the street lighting system and inspecting the

After the meeting tonight of the committee on a new city hall a report will be submitted to the board of aldermen.

MELROSE.

The school board has accepted the resignation of Principal Frank E. Poland of the Franklin grammar school. He resigned to become principal of the Daniel school in Malden.

City Treasurer William R. Lavendar will ask the city government to establish a new ordinance to govern the issuing of notes by the city, in order to receive a ready sale for the city's securities.

Security lodge of Odd Fellows of Reading will be the guest of Fordell lodge at Melrose this evening.

EVERETT.

The high school debating club has arranged a debate with the Newton high school team.

An improvement association is to be formed in the Woodlawn section and a meeting has been called for next Wednesday evening at the home of J. C. Norton on Kim street.

The new Everett Trust Company has secured the quarters in Associated Block at the corner of Broadway and Chestnut street.

WAKEFIELD.

The ladies of the Woodville chapel will give a supper and entertainment this evening.

The highway department is to expend \$750 this month in macadamizing and repairing Pearl street.

The selectmen and municipal light commissioners are seeking a location for the main offices of the light plant nearer the center of the town.

The Smith Bible class of the Union church will hold a "Dutch evening" next Tuesday.

NEWTON.

The aldermen have granted permission to the Lucy Jackson chapter, D. A. R., to locate a memorial tablet to Roger Sherman on Waverly avenue, near Montrose street.

Today is the second and last day of the free entertainment and sale in aid of charity by the Ladies Aid Society of the Newton Highlands M. E. church.

The Rev. Harrie R. Chamberlain of Morgantown, W. Va., has accepted the call to the Immanuel Baptist church.

WEST ROXBURY.

The Dutch Kermis of the Womans Alliance will be brought to a close in the Unitarian parish house, Eliot street, this evening, with an entertainment by members of the Vincent Club and Radcliffe Glee Club.

The Womans Guild of the Church of Our Saviour will open a two days' fair in the vestry Nov. 13.

DORCHESTER.

After extensive alterations, the banquet hall of the Ladies Aid Society of the Methodist Episcopal church, Ashmont, will be dedicated this evening.

The contract for repairing the Neponset bridge has been awarded to a Quincy construction company.

ROXBURY.

A bazaar opened in Copple hall today for the benefit of the Womans Charity Club of Parker hill avenue.

A lecture will be given for the benefit of the school fund in the Jefferson school Monday evening on Oregon, its big trees and commerce, by James Erwin of San Francisco.

The Ladies Aid Society of the Methodist Episcopal church of Milton Lower Mills will give a banquet tonight to dedicate the new hall in the church. The society will also give a church fair on Dec. 8 and 9.

SOMERVILLE.

An entertainment will be given under the auspices of the High School Concert Club this evening in Moore hall, Y. M. C. A. building.

KEEN INTEREST FELT IN WAR DEPARTMENT OVER B. & M. REPORTS

(Continued from Page One.)

to succeed Mr. Tuttle, a new phase of the difficulty is brought to light.

Lieut.-Col. Edward Burr, the local engineer, will not discuss the question, other than to say he hopes to receive certain information from the railroad officials shortly.

Secretary of War Dickinson is looking for the board's report, in which, it is said in some quarters, the delay may cause a radical change.

One man interested goes so far as to say that if the report does not soon reach Washington the war department may decide to proceed with the changes as originally proposed. This, it is said, would cause the removal of the North station to Charlestown. The war department has been officially notified of the change in the presidency of the Boston & Maine.

So far as the freight rates are concerned, the government will not make a move until something definite comes from the Boston & Maine. It is one of the important duties of the war department to keep streams navigable where there is railroad freight competition, and it is from this standpoint that the government's interests will be watched and protected.

Boston & Maine officials in Boston today denied any knowledge of a possible removal of the Boston & Maine cars from Lawrence, Mass., to Saco, Me. An inquirer at the office of Vice-President Timothy E. Byrne was referred to the publicity department of the road, where the denial of any knowledge of the subject was made.

Biddeford and Saco, however, are certain that there is good foundation for the report. Men of the town prominent in financial circles declare that the project is well known among the leading railroad and financial men of Boston.

It is said that the road is now cramped for room at Lawrence, and in view of the reported assumption of the control of the Boston & Maine by the New York, New Haven & Hartford interests, it must in the near future greatly enlarge its shops.

GAIN IN CARGOES FROM THE ORIENT

Two steamers from the Orient are expected in Boston harbor next week, the Montrose and the Athal, which are now on their way from ports in the China and Japan seas. Another steamer on the China-Japan steamship lines, of which Patterson, Wyde & Co. are the local agents, is due before the end of November.

Three steamers in this service have already arrived this month, which means that by the end of November the number of steamers which have discharged cargoes at Boston on this one service from the far East will be 28, exactly double the number which arrived in 1906, the year the service was established.

The first arrival was on Jan. 24, 1906, and that year 14 steamers entered Boston with their valuable cargoes; in 1907 there were 17, and last year 23. The value of the cargoes is shown by the fact that more often than otherwise a bond of \$1,000,000 is required for the New York end of the cargo while the steamer is discharging that consigned for Boston.

IRRIGATION PLANS ON HAWAII ISLES

W. C. Mendenhall, expert in underground waters in the United States geological survey, has returned from the Hawaiian islands after making an extensive study of water conditions, says the San Francisco Call. He said that the projects of the islands were as large as those conducted in the states, and that they were carried on at a figure much higher than the expense on the mainland.

"Sixty per cent of the irrigating waters of the island are under ground," he said. "The sugar plantations, however, demand water and the work that I have been instrumental in beginning will be continued for several

LEATHER INDUSTRY EAGER FOR COMING MEETING IN BOSTON

The convention of the shoe and leather industries of the United States, which is to be held in Boston, Friday, Jan. 14, under the auspices of the National Shoe Wholesalers Association, will be one of the most important trade conferences that has taken place in years.

The convention will be held at the Hotel Somerset and its primary purpose is a discussion of the all-important question at present confronting the trade—fluctuations of prices. The specific topics to be discussed by speakers of national reputation will be as follows:

"Are we confronted with a radical advance in the prices of leather and shoes? What effect will free hides have on the situation?"

"Will the buying public prefer fixed prices, or wisely demand a standard quality at the market price?"

"Is there any good reason why the shoe and leather industries should not share in the general prosperity of the country?"

While the list of speakers is not yet ready for publication, it is known that it will include some of the most prominent manufacturers and dealers in the trade. The preliminaries of the convention have been arranged by President J. K. Orr and Secretary S. W. Campbell of the National Shoe Wholesalers Association, the decision to hold the convention here having been reached at the meeting of the national organization in Boston last July.

President Orr has appointed as the general committee of arrangements Messrs. John H. Gibbs, chairman, of Boston, D. P. Morse of New York, R. P. Spencer of St. Louis, John W. Craddock of Lynchburg, Va., and Thomas F. Anderson of Boston, the latter being secretary of the New England Shoe and Leather Association.

In a cordial letter to President Charles C. Hoyt, President Orr invites the New England Shoe and Leather Association to participate in the convention and asks for the hearty cooperation of its members.

AMERICAN WOOLEN COMPANY TO BUILD IN SAGO IS REPORT

BIDDEFORD Me.—The American Woollen Company contemplates erecting a group of large mills in Saco, according to persistent reports here today. Large land deals are impending, it is said, one tract of 1500 acres being now negotiated for. Other parcels of 25 acres and more are being bargained for, say real estate men of this city and Saco.

Two civil engineers have been busy for a fortnight surveying one of the largest tracts. These men are strangers in this vicinity, and will give no explanation of their reasons for working in the district.

RAILROAD ADOPTS PENSION SYSTEM

President of the New York Central Line Announces Approval by Directors of Project for Benefit of Men.

President W. C. Brown of the New York Central & Hudson River Railroad Company has announced that at a meeting of the board of directors of the New York Central, Lake Shore & Michigan Southern, and Michigan Central companies plans for a pension system for employees of these lines were adopted. The system is to be extended without delay to the Cleveland, Cincinnati, Chicago & St. Louis railway, the Boston & Albany railroad and the other subsidiary lines forming part of the New York Central system.

Employees who have been continuously in the service 10 years immediately preceding their retirement will be entitled to pension.

Officials say the pension system to be put into effect will eventually benefit 10,000 of the line's employees and will make necessary the distribution by the New York Central of \$500,000 annually.

CLUB WOMEN AT CONVENTIONS.

NEW YORK.—There has been a general exodus of club women from New York this week. Besides the large number that are attending the State Federation of Women's Clubs convention at Rochester, a number have left to attend the Massachusetts State Federation convention at Brockton, Mass., today. Another large delegation has been attending the national conference of the congress of mothers which closes today at Atlantic, N. J.

CHURCH TO KEEP ANNIVERSARY.

WEST BROOKFIELD, Mass.—The West Brookfield Methodists will celebrate the fiftieth anniversary of the dedication of their church on Friday, Saturday and Sunday with special services, in commemoration of the occasion. Supper will be served Friday evening, after which former pastors of the church will be speakers. The Rev. Charles H. Hanford of Barre, pastor when the church was built, will preach Sunday morning.

INFORMAL CABINET MEETING TODAY TO BE FIRST IN MONTHS

President, Back in Washington for Eighteen Hours, and Consults Advisers and Receives Recommendations.

OUTLINES MESSAGE

Here are some of the problems President Taft found confronting him when he reached the White House:

Annual message to Congress.

Settlement of the Ballinger-Pinchot controversy.

Selection of minister to China and ambassadors to Great Britain and France.

Appointment of associate justice of the supreme court.

Appointment of assistant secretary of commerce and labor, third assistant postmaster-general and postmaster at Washington.

Investigation of customs frauds in New York.

Reorganization of the bureau system of the navy department.

WASHINGTON.—Informal meetings between President Taft and members of his cabinet at the White House constituted the bulk of the government conferences on the first day after his return from his 12,759-mile "swing-around-the-circle."

A large amount of work faces the President and his discussions of public questions today were the first of the kind in months.

Mr. Taft did not waste time Wednesday night in joining Mrs. Taft. Although the new executive offices were lighted and furnished for his inspection, he did not go near them, but dashed up the steps of the White House as soon as the footman opened the door of the automobile.

The President leaves Washington this evening, about 21 hours after arriving here at the end of his 12,759-mile "swing-around-the-circle."

The President went over to the building of the Daughters of the American Revolution at 11 o'clock and delivered a short address at the opening of the Washington convention of the laymen's missionary movement and then hurried back to work.

The White House was crowded all day with visitors. There will be no regular cabinet meeting until next Tuesday.

This evening he leaves for Middletown, Conn., to attend the installation of Dr. William A. Shanklin as president of Wesleyan University.

Returning from there, President Taft will have a few days in Washington until Nov. 18, when he will go to Norfolk to attend the convention of the Atlantic Deepwaterways Association. After that he will settle down in the capital for the winter's work which is ahead of him, adding the final touches to his message and getting ready for Congress.

BOSTON TO HEAR ABOUT SPOKANE

Charles M. Fassett of Western City to Deliver Illustrated Lecture at "1915 Exposition" in Old Art Museum.

Charles M. Fassett, chairman of the publicity committee of the Spokane Chamber of Commerce, will deliver an illustrated address dealing with Spokane and the Inland Empire at the "Boston 1915" exposition in the old Art Museum, Boston, on Nov. 22, under the auspices of the Pilgrims Publicity Society. The foregoing date has been set aside as Spokane day in a series of 27 days, during which some of the foremost men in the country will discuss community building and allied subjects.

In addition to Mr. Fassett's address there will be on exhibition in the Fine Arts Museum on Spokane day a collection of photographs showing what has been accomplished in the various lines of activity and endeavor in the Inland Empire, also a series of local views and pictures of river, lake and mountain scenery, grain fields, orchards, forests, mines and other developed and undeveloped resources tributary to Spokane.

CAPITAL LAYMEN HEAR PRESIDENT

WASHINGTON.—The convention of the laymen's missionary movement, organized and supported by the men of practically all the churches of Washington opened in this city today with President Taft, the principal speaker.

The movement is a national one, and Gifford Pinchot, chief of the forest service, who is chairman of the general committee of the movement, presided and introduced the President. Commissioner R. F. MacFarland of the District of Columbia, delivered the introductory address, immediately after the Rt. Rev. Alfred Harding, bishop of Washington, had led in prayer. Immediately following Mr. Taft an address was delivered by Robert E. Spear, secretary of the board of foreign missions of the Presbyterian church of the United States.

RABBI HIRSCH TO LECTURE.

WORCESTER, Mass.—The first of a series of winter lectures in the South Unitarian church of this city under the direction of the Ladies Aid Society of the church will open tonight when Rabbi Emil Hirsch of Chicago will give a lecture on "The Emigrant."

A. F. OF L. IN REPORT ADVOCATES PUBLIC SCHOOLS OF TRADE

Believes That Future High Standard of the American Workman's Efficiency Depends on Training.

OUTLINES A COURSE

TORONTO, Ont.—Organized labor's attitude on the vital question of industrial education was set forth in a report of the convention of the American Federation of Labor today by the special committee appointed by authority of the Denver convention to investigate the subject. The committee, of which John Mitchell is chairman, held three meetings during the year in New York, Washington and Toronto.

It is believed, says the report, that the future welfare of America largely depends on the industrial training of our workers and in protecting them. The inquiries of the committee seem to indicate that if the American workman is to maintain the high standard of efficiency, the boys and girls of the country must have an opportunity to acquire educated hands and brains, such as may enable them to earn a living in a self-selected vocation, and acquire an intelligent understanding of the duties of good citizenship. We favor the establishment of schools in connection with the public school system, at which pupils between the ages of 14 and 16 may be taught the principles of the trades, not necessarily in separate buildings, but in separate schools adapted to this particular education, and by competent and trained teachers.

The course of instruction in such a school should be English mathematics, physics, chemistry, elementary mechanics and drawing, the shop instruction for particular trades, and for each trade represented, the drawing, mathematics, mechanics, physical and biological science applicable to the trade, the history of that trade, and a sound system of economics, including and emphasizing the philosophy of collective bargaining. This will serve to prepare the pupil for more advanced subjects and in addition to disclose his capacity for a specific vocation. In order to keep such schools in close touch with the trades, there should be local advisory boards, including representatives of the industries, employers and organized labor.

The committee recommends that any technical education of the workers in trade and industry being a public necessity, it should not be a private but a public function, conducted by the public and the expense involved at public cost.

The continuance of progressive development of supplemental trade education as inaugurated by trades unions is also recommended. The committee advises the continuance of its life and final report to the convention of 1910.

The one trouble of America today, says the report, is that too many of our youths who have graduated from the grammar or high school are misfits industrially. If we are to secure industrial supremacy, or even maintain our present standards in the industrial world, we must in some way in our educational system acquire an equivalent to our old apprenticeship system.

Organized labor's position regarding the injustices of narrow and prescribed training in selected trades, by both private instruction and the flooding of the labor market with half-trained mechanics for the purpose of exploitation is perfectly tenable and the well-founded belief in the viciousness of such practices and consequent condemnation is well-nigh unassailable.

Organized labor's record for years in regard to better sanitary conditions in factories and workshops and its continued efforts toward safeguarding women and minors have been the subject of wide discussion and much helpful legislation.

Its advocacy of free schools, free text books and the raising of compulsory school age, have been religiously adhered to, and closely allied to these subjects is that of industrial education, and any serious discussion of the proper kind of vocational training promotes discussion of the former.

There is a strong reaction coming in general methods of education, and that growing feeling, which is gaining rapidly in strength, that the human element must be recognized and cannot be so disregarded as to make the future workers mere automatic machines.

Experience has shown that manual training school teachers without actual trade experience do not and cannot successfully solve this great problem, and that progress will necessarily be slow, as new teachers must be provided, a new set of text books will have to be written and the subjects taught in a sympathetic and systematic manner.

In the last analysis it is of greater moment to those engaged in industry whether this question should be discussed freely and fairly, than it is to mere theorists, who advocate industrial education without having any definite plan or purpose, other than a selfish one, in their advocacy of the same, and it is believed that a unification rather than a multiplication of effort is needed in order to help solve this immense problem.

NEW BUSINESS CHAMBER.

BRUSSELS.—Conflicting commercial interests have caused the Anglo-American Chamber of Commerce here to dissolve. The Americans will amalgamate with Belgians and form a new chamber.

STATE ASSOCIATION OF SUNDAY SCHOOL WORKERS' MEETING

Denominational conferences at several churches today began the twentieth annual meeting of the Massachusetts Sunday School Association. Headquarters are open at the First Presbyterian church, Columbus avenue and Berkeley street, and several thousand delegates from various Sunday school organizations throughout the state have arrived.

The denominational conferences were participated in by the Baptists, at the First church, Commonwealth avenue; Congregationalists, at the Old South church, Boylston street; the Methodists, at People's Temple, Columbus avenue; the Adventists, at the Advent Christian church, Warren street, Roxbury; Friends, at the Friends' meeting house, 210 Townsend street, Roxbury. Plans for joint work were discussed and addresses made.

The principal service this afternoon is being held at Trinity church, the Rev. Carlton P. Mills, the vice-president, presiding. The preparation service will be conducted by Dr. Alexander Mann, and the address given by Bishop William Lawrence. Between 4 and 5 p. m. there will be an exhibit of Sunday school work with specimens from throughout the state, at the First Presbyterian church. At 4:15 o'clock at the Dudley Street Baptist church there will be a special children's service for 300. Mayor Hibbard will receive the Sunday school superintendents and officers and members of district and state organizations from 5 to 6 o'clock.

The evening session today will be at People's Temple, President Augustus R. Smith of Lee will preside. There will be a praise service, conducted by the Boston Sunday School Superintendents Union, and led by W. R. Park, Jr., of Taunton. The pastor, the Rev. George W. King, will conduct the devotional exercise. Ex-Gov. John L. Bates, chairman of the Boston local committee, will extend greetings and the response will be by President Smith. This will be followed by a business session, the nomination of officers and the presentation of resolutions.

A paper entitled "The State Committee's Message" will be read by Harry P. Bosson. The address will be given by the Rev. Dr. Cortland Myers, pastor of Tremont temple. The prayer and benediction will be by the Rev. Dr. A. A. Berle, pastor of the Shawmut Congregational church.

A program has been outlined for Friday, Saturday and Sunday, including morning, afternoon and evening services. The final men's meeting on Sunday will be preceded by a parade of delegates from Copley square to the meeting, in which it is expected 5000 men will participate. There will be 11 sessions. The program committee consists of Augustus R. Smith, Harry P. Bosson, Hamilton S. Conant, W. H. Brock, the Rev. L. J. Bierney, the Rev. W. J. Dixon, C. N. Bentley and John Legg.

ARC LIGHT 'TALKS' LIKE PHONOGRAPH

Experiment, Which Is to Be One of the Features at the Boston Electrical Exposition, Is Performed.

Several remarkable electrical experiments were made Wednesday evening before a number of newspaper men by Earle L. Ovington, a former pupil of Thomas A. Edison and a graduate of the Massachusetts Institute of Technology. Like experiments will be features of the coming Boston electrical exposition, to be held in the Mechanics building, Nov. 15 to 25.

Mr. Ovington's first experiment was with the "musical arc," an apparatus so arranged that a current from a small battery was superimposed on the current which lighted the arcs. This small current was influenced by sound waves from a phonograph in another room, and in turn caused the arcs to send out the same waves, or to speak the same words, and to repeat the music from the phonograph.

The next experiment was with the wireless telephone, which was so exceptionally successful that it was possible to hear the same phonograph through a brick wall. The receiving apparatus looked like the ordinary telephone receiver with a metal ball about six inches in diameter attached to the end opposite the ear.

The series was concluded with a number of high frequency experiments, such as passing a spark through two heavy glass plates. This was accomplished with a 1,000,000-volt oscillator.

EPISCOPAL UNION ELECTS OFFICERS

The fifth annual convention of the Sunday School Union of the Episcopal diocese of Massachusetts was held in St. Paul's church Wednesday. Bishop William Lawrence presided and made an address to the meeting. Conferences were held in the afternoon.

The officers elected for the ensuing year are: President, the Right Rev. Bishop William Lawrence; vice-president, the Rev. Dr. Alexander Mann; secretary, the Rev. Dr. Charles Mockbridge; treasurer, Henry G. Vaughan; diocesan secretary, the Rev. Dr. Carlton P. Mills.

Featuring New Tailored Suits At 35.00

Six smart models that indicate the strong values offered at this price

The various models which we show here at thirty-five dollars combine all the distinctive style-quality of material and workmanship that the most particular woman can desire. These are interlined and have matched linings.

Described here are but six of the many in our assortment:

Tailored Suit—Of chiffon broadcloth, semi-fitted coat, new pointed roll collar, facing of self-tone satin, skirt is a yoke model with cluster plaits.

Tailored Suit—A semi-dressy chiffon broadcloth suit, copy of a Callot model, half fitted coat with trimmings of velvet and satin.

Tailored Suits, of imported homespun, 38-inch half-fitted coat, mannish collar, sleeves and pockets; skirt is gored plaited from knee, fastening at front.

Tailored Suit—In chevron weave, semi-fitted 40-inch length coat, flat collar and cuffs of self-tone moire; skirt is made on the long, graceful lines with nicked seams.

Tailored Suits, of high lustre broadcloth, 40-inch length coat, single breasted; with trimming of self color moire; skirt is made on the long, clinging lines.

Tailored Suit—3-piece model in broadcloth, dress is trimmed with strappings of self material, deep plaited flounce. Coat semi-fitted with new plaited panel back. Entire suit finished with touches of velvet.

45 other smart models at 35.00 that offer equally as good values

Jordan Marsh Company

SECOND FLOOR

A CITY IN MINIATURE

One of the Latest "Boston 1915" Projects



"BOSTON 1915" OFFICIAL HEADQUARTERS AT OLD ART MUSEUM.

Directors of the big civic exhibition that is now going on in the old art museum building at Copley square are here shown in their office.

A miniature model of how Boston may look in 1915 is one of the feature attractions at the "1915 exposition" in the old fine arts building at Copley square.

It shows the city and its surroundings in all its detail, the harbor, the wharves, the shipping, the streets with their blocks, dwellings and trees, the parks and streams.

This model is the central part of a greater model of the metropolitan district, made by G. C. Curtis, and it is on the scale of about five inches to the mile. The State House, with its tiny, gleaming dome, is the center, and seven miles of country is shown in each direction. Every street, every bridge, every house, every tree, even, is in proportion, and some of them are very tiny, indeed.

The massing of the buildings in the city, their scattering along the outskirts, the stretches of field, showing hills and valleys, the little church spires that show conspicuously, make an interesting study.

The model is enclosed in a glass case and is set up in the room immediately to the right of the main entrance to the museum on the lower floor.

Around the walls of this room are magnificent perspectives of the proposed new Chicago, done in delicate water color, and also cross-sections and ground plans to accompany the pictures. A poster in the room reads:

"These pictures show what Chicago proposes to do. What is Boston going to do? Boston's chamber of commerce has a city plan. It has a committee headed by Frederick H. Olmstead. If the committee is properly supported a good city plan will be developed and pushed."

Some of the most important work connected with the exhibition is done in the official headquarters on the main floor, for here it is that shares of stock in the "1915" movement are sold to the public. The room is in charge of Miss K. A. Dunbar, working under the direction of A. R. Rogers, manager of the exhibition, who has his private office in another part of the building.

Miss Dunbar has under her charge six assistants who devote their time to explaining the purpose of the "1915" movement to visitors and selling them shares

in the stock of this betterment "corporation." Each share costs \$1.

Two lectures on aeronautics are to be given at the exposition this evening. H. H. Clayton, head of the aeronautical department of the U. S. C. A., and formerly of the Blue Hill Observatory, will talk on aerial navigation by balloons, and A. E. Merrill will discuss aerial navigation by the aeroplane. The lectures will be at 8 o'clock.

Taken in conjunction with the moving pictures of air flights, and with the exhibits of flying machines and airships, these lectures will make up what is believed to be the most complete aero show that has been given in this part of the country.

There is to be opened in the old Art Museum this evening a second airship room, in which has been put up a collection of large models which the exposition has just got out of the custom house. This collection is an exhibition which was made in Germany last summer to show the developments of airshipping in the last 10 years.

SUBMITS TO LYNN PLAN FOR HARBOR

Engineering Firm Sends Report on Reclaiming 335 Acres of Flats—Would Cost About \$2,500,000.

LYNN, Mass.—A complete report on the possible development of Lynn's waterfront and the reclamation of 335 acres of flats at an estimated expense of \$2,500,000 has been sent to Mayor Rich by a New York engineering firm which has looked into the possibility of making Lynn a seaport.

The drawings were turned over to City Engineer Leland, and by next Monday the state harbor and land commissioners, who are interested in the project, may have the plans in their possession.

These show a comprehensive study of docks, streets, water and sewerage pipes, in connection with a diagram of the appearance of the harbor after the flats have been reclaimed and a depth of 35 feet at mean low water obtained in the harbor.

RAILWAY BUSINESS ASSOCIATION HEARS VIEWS OF EXPERTS

NEW YORK.—Views expressed at the first annual banquet of the Railway Business Association Wednesday night at the Waldorf-Astoria were varied: Legislation enough for the present, argued men who manage railroads; further federal control, pleaded legislators; cooperation in the interests of fair dealing, proposed shippers and others.

The association, which is a sort of self-imposed medium of conciliation between the railways and the public, had as its guests more than 600 men interested in railroads.

Representative W. P. Hepburn of Iowa, author of the Hepburn act, inferred that there were yet railroad matters over which the government should have control.

William C. Brown, president of the New York Central lines, declared that "in times of depression our unemployed will be numbered by millions," and he advocated the increased pursuit of agriculture. He said he intended to recommend that the road operate experimental farms. "This would return to the rural districts the preponderance of political power," he said, "where it can be more safely lodged."

DORCHESTER FAIR TO BEGIN TONIGHT

The first college fair will be opened tonight under the direction of the ladies of the Colonial Club of Dorchester in the clubhouse on Washington street and will be continued tomorrow and Saturday. The prettily decorated booths, each representing an eastern institution of learning, will be in charge of well known society women. Among the colleges whose colors will be used in the decoration scheme are Harvard, Yale, Pennsylvania, Boston University, Dartmouth, Tufts and Cornell.

EMPLOYMENT LAW CHANGES MAY CUT NIGHT SCHOOL LIST

Young Foreigners Who Work
in Textile Manufacturing
Particularly Affected by
New Ruling.

BOSTON FEELS LOSS

A large decrease in the attendance at the evening schools of large manufacturing cities in Massachusetts such as Lowell, Lawrence, Fall River, Lynn, New Bedford, Worcester and Haverhill is the cause of the important changes made in the employment laws of Massachusetts by the last Legislature.

It will affect Boston, too, but relatively to a less extent because the proportion of the foreign element in the evening schools is not so great here as in the other cities mentioned.

The employment certificate office, connected with the superintendent's department at the school committee building on Mason street, issued the largest number of certificates during the month of September of any month since the office was opened.

Relative to the changes, the third paragraph, section 17 of chapter 514, which went into effect Oct. 1, 1909, reads: "Child or minor shall mean a person under 18 years of age."

This definition of child or minor, made by the new law, refers to the employment of labor only, but it is of peculiar significance to one large body of immigrants who come to our shores who are between 18 and 21 years of age.

These immigrants, previous to the passage of the act of 1909, were required to attend the public evening schools until they became 21 years of age, otherwise their employment was forbidden. As they became acquainted with the change that has been made in the law their membership in the evening schools diminishes and it is thought that the size of public evening schools will, therefore, be considerably lessened during the present winter.

What Other Editors Are Saying

MAYOR TOM L. JOHNSON'S recent defeat in Cleveland is widely commented on by the press of the country. These excerpts are taken from editorials that have appeared since the contest:

CHICAGO INTER-OCEAN—Mayor Johnson's public career warrants the statement that at no stage of it has there been anything to justify his own estimate of himself or the long continued but now demolished confidence of the majority of the people of Cleveland in his capacity to settle the street car question so that every one could ride happily ever after.

DETROIT FREE PRESS—A reasonable interpretation of Mayor Johnson's defeat is that it indicates the final rejection of the municipal ownership bill that has long been dangled before the eyes of Cleveland voters.

LOWELL COURIER CITIZEN—Mayor Johnson of Cleveland has finally been turned down by the voters. It has seemed for some time as if that would be his fate, as his own party was evidently tiring of him. Mr. Johnson has been mayor since 1901.

PORTLAND (ME.) EXPRESS—Tom Johnson showed that he was "game" to the very last.

ST. LOUIS GLOBE-DEMOCRAT—Like

CIVIC PROGRAM FOR CINCINNATI

CINCINNATI—The program for the convention of the American Civic Association, which meets in Cincinnati in connection with the National Municipal League Nov. 15 to 18, has just been received in Cincinnati.

After the joint meeting of the two associations Monday night, Nov. 15, they will hold separate sessions for the most part.

Tuesday the Civic Association will devote to a "Conference on City Planning." George E. Kessler, author of the plan under which the Cincinnati Park Commission is operating, will read a paper on "The Plan of Cincinnati." L. A. Ault, president of the park commission, will speak on "What Cincinnati Has Done." There will be other speakers.

TWO GIANT SLATE STONES BLASTED

ALLENTOWN, Pa.—The Highland Slate Company, at Slatedale, had a most remarkable and successful blast recently that netted the company two slate stones that measured 45,224 and 36,880 square feet, respectively. One stone is 36 feet in length, nine in width and 10 in thickness, and the other 16 feet in length, four in width and eight thick.

COURT DISSOLVES INJUNCTION.

An injunction against the New York, New Haven & Hartford railroad restricting that company from tearing down buildings on land belonging to Harry Rosenberg on Southbridge street, Worcester, is dissolved by Judge Hammond of the supreme court.

PRIZES FOR ESSAYS ON ECONOMICS ARE OFFERED BY STORE

Prof. J. Lawrence Laughlin,
Chairman of Committee, to
Award \$2000 for Papers on
Large Questions.

TWO FOR COLLEGES

NEW YORK—Prof. J. Lawrence Laughlin of the University of Chicago has brought to the attention of the students at local colleges the opportunity to write economic essays for cash prizes. Professor Laughlin is the chairman of the committee in charge of the contest. The prizes amount to \$2000 and are given by a large retail establishment of this city.

Similar contests have been held for six years past and some of the essays produced have attracted widespread attention and have been published in book form. The subjects for the essays cover such important questions as a scheme for an ideal monetary system, the relation of the central government to the trusts, a central bank as a factor in a financial crisis, protectionism in this country, the effect of labor unions on international trade, the best means of raising the wages of the unskilled, and other vital economic problems.

The papers for the prizes are to be submitted before June 1, 1910. Contestants are divided into three classes as follows:

Class A—First prize, \$600; second prize, \$400.

Class B—First prize, \$300; second prize, \$200.

Class C—One prize, \$500.

Classes A and B refer particularly to college men; Class C is open to any one, whether with or without an academic training.

The members of the committee, aside from Professor Laughlin, are: Prof. J. C. Clark, Columbia University; Prof. Henry C. Adams, University of Michigan; Horace White, Esq., New York City and Edwin F. Gay, Harvard University.

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Musical Events In Boston

WEDNESDAY evening, at the second performance of the Boston opera season, Verdi's "Aida" was produced with the following cast: Aida, Celestina Boninsegna; Amneris, Maria Claessens; Una Sacerdotessa, Betty Freeman; Radames, Enzo Leliva; Il Re, Francis Archambault; Amonasro, George Baklanoff; Ramfis, Jose Mardones; Un Messaggiero, Ernesto Giacomone; grand corps de ballet; musical director, Arnaldo Conti; regisseur general, Delfino Menotti.

The patrons of the new opera house and those who have in charge the regulation of vehicle traffic learned on Monday night that Mr. Russell intends to begin his performances at the time advertised. Consequently, either because those who ride to the opera in carriages and automobiles started from home early or because the new traffic rules were more practicable than those at first tried, the seats in the orchestra and the chairs in the boxes were almost all filled at 8 o'clock Wednesday evening, when Mr. Conti took his place at the conductor's desk. The second performance was smoother than the first, the audience began to assume an attitude of acquaintance with their surroundings and no longer regarded the opera house and the happenings on the stage with an air of surprise. The social genius of the new gathering place began to assert itself and seemed to mark Wednesday night as the night of the opera week over which it should have especial sway.

The production of "Aida" pleased everybody. It was successful as to scenery and as to the grouping of the people on the stage, and it was satisfactorily carried through as a piece of music. On the opening night Mr. Jordan asked for the indulgent judgment of the public on the work of the company on the ground that the time for preparation has been short. If the company continues to progress as rapidly as it has progressed in the last few days, any craving of indulgence will be superfluous.

The only department where improvement lags is in that of scene shifting, and it will be no great inconvenience to audiences for a while yet to use their architectural imaginations in straightening up the wall of a temple or in making a column here and there rest on the ground instead of hang from the air. These little matters are the question of knotting a rope at the right point or of making a prop a few inches longer or shorter. The stage mechanics will soon be able to get the scenery into place at the required speed and the spectator will find nothing to mar the beauty of his illusion.

There is no reason why the leading singers should not be judged on the present merits of their performance, because the public has been told in press notices of weeks past what to expect of them, and it is quite proper to review them impartially as fast as they present themselves. Two new singers of Wednesday night whose value to the company was pretty well disclosed were Leliva and Boninsegna. There is no question that Leliva has a pleasing tenor voice, there is no question that he is a fairly competent actor; but the most enthusiastic advocate of his abilities would not claim that he sings the part of Radames with any distinction. Putting aside his performance of his first aria, "Celeste Aida," which seems placed at the beginning of the opera to give glory to the tenor whose voice is of the minute, and to be a pitfall to the tenor who is without genius for pure vocal display, Leliva was unequal to the regular dramatic demands of the part throughout. This singer will find useful work to do in the Boston Opera Company; he will make an excellent singer, for instance, of the tenor role in "Madam Butterfly." It is commendable in him to aspire to the role of Radames, but he is a long way from mastering it in the manner of a Zénobello, a Slezak or a Dalmores.

Boninsegna has too good sense of vocal style to lose her opportunity in the "Patria mia" aria of the third act. She has Italian fire for music that is tuneful and that is not over dramatic; yet she has a real dramatic soprano voice, beautiful in its low register, where it is almost a contralto; pleasing in its upper register, where it almost takes on the character of a light soprano. She has much ability as an actress but her means of expression are her tones rather than her gestures. She has a dignified bearing and at the same time she has warmth of expression. Her action, somewhat inflexible in itself, is infused with dramatic purpose by means of her voice.

Madame Boninsegna, like Madame Claessens, who sang the role of Amneris, will do well in the Boston opera company. Both these women are earnest singers; when they appear in the same cast their vocal styles match well; they do not, as do so many singers who take the parts in which they appeared Wednesday night, overact Verdi's opera, or overstrain its rather straightforward dramatic motives.

The singing of Archambault as the King and of Mardones as the High Priest was evident. Mr. Russell has plenty of good basses in his company. Baklanoff, as Amonasro, drew attention to his fine voice and to his judicious acting the while he held the center of the stage.

Mr. Conti revealed powers of which the performance of "Gioconda" Monday evening gave no great promise. The weakness of Ponchielli's music in comparison with Verdi's or Mr. Conti's preference for Verdi to Ponchielli may account for the difference. But at all events Mr. Conti on Wednesday evening did some exemplary, at times brilliant, conducting. That he should do well is of more importance to the future of the Boston season than that a singer or two should make a triumph.

Mr. Conti controlled the opera in its two divisions of stage music and orchestral music. He made it of one piece, he balanced orchestra forces against stage forces, governed the details of execution in both; in short, made of his evening's work an unquestionable and a timely success.

YOLANDA MERO. In Jordan hall, Wednesday afternoon, Miss Yolanda Mero, pianist, was heard in the Organ Concerto, D minor, of Bach-Stradal, Mendelssohn's Capriccio in F-sharp minor, Schubert's Impromptu, Chopin's Nocturne, C minor, and Scherzo, C-sharp minor, Dohnanyi's "Tolle Gesellschafter," Debussy's "Jardins sous la pluie," Rachmaninoff's Serenade, Merker's Valse Intermezzo, Liszt's "Liebestraum" and Rhapsodie II.

The Bach-Stradal transcription is hardly pianistic in its nature; but while it does not altogether suit the genius of the instrument, it is well calculated to display the mastery of the player. Such was its service to Miss Mero. She established authority and breadth instantly and developed these attributes constantly in this long and trying number. The convincing feat performed she passed at once into the more truly piano music without the least difficulty and with evident joy. Mendelssohn's Capriccio is taxing both as to speed and endurance. It was played with great fleetness and fire, which did not prevent a delicacy remarkable for clearness and wondrous sweet.



ERNESTO GIACOMONE.
The messenger in "Aida," whose work was well received on second Boston opera program.

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Miss Mero's playing is both spirited and intense. It is marked by strong temperamental qualities properly controlled by insight into the musical structure which does not lose sight of the value of light and shade. The Impromptu of Schubert is a trifle Mendelssohnian in its sentimentality; nevertheless it produced a strong effect by reason of the player's singing and bell-like tone in sustained passages. But her talent is essentially brilliant rather than poetic.

The treatment of the nocturne was musically, its varying moods well portrayed. The same nocturne, by the way, is less sugary than its class. There is storm and stress, it may be of human difficulties or the rise and fall of empires. No one but Chopin knew, and perhaps he was not sure. But it is grateful to the ear accustomed—may be obliged to hear in nocturnes naught but the plaint of some romantic youth who, in the moonlight, thrums his guitar.

Some of the pieces of Miss Mero's program were frankly technical. She is of the De Pachmann class, an enthusiast. She appears to love her instrument, almost to talk to and caress it. Acrobatics are not barred; but the musical content rather than the vehicle of its delivery most weighs with sincere lovers of the art. To such her playing should give great pleasure.

LIPKOWSKA APPEARS FRIDAY.

Madame Lydia Lipkowska will make her first Boston appearance in "Lakme" at the Boston opera house Friday evening of this week. Later in the season she will sing in "Lucia," "Rigoletto," "Barber of Seville," "Elisir d'Amore," and "Traviata."

In the last named opera she will make her first appearance with the Metropolitan opera company in New York, and she will sing all her Boston repertory in New York except "Lakme."

On Nov. 25 she will appear at the New theater in New York in the "Barber of Seville." She is adding to her repertory "Bohème." Madame Lipkowska, three years ago was a pupil at the St. Petersburg Conservatory. Glazunoff, the director of the conservatory, insisted on her making her debut. She was successful, and at the age of 19 she found herself to her surprise engaged to sing the part of Gilda at the Imperial theater. She is now 22 years of age.

Last April she went to Paris with the singers whom Gabriel Astruc called from Russia to give a season of opera at the Châtelet theater. There she first appeared in "Pekovitchine," an opera of Rimsky-Korsakoff's very popular with the Russians. Madame Lipkowska is under contract to go to Paris next spring after the Boston and New York seasons close and she will go from Paris to the Monte Carlo Opera.

Last June after the regular season at the Opera Comique in Paris was ended, she gave a number of special performances of "Traviata" and "Lakme" and won extraordinary applause. Albert Carre, the director of the Opera Comique, gave her permission to sing in Italian while the artists assisting her sang in

At the Railway Terminals

The Boston & Maine road is installing at the North Station power house larger dynamos and compressors.

Booth 4 in the midway at the South Station has been assigned to the reception committee of the Massachusetts Federation of Womens Clubs for their meeting today.

The New York Central lines private car 300, occupied by Vice-President and General Manager A. H. Smith, arrived in Boston on the New England Express Wednesday evening on a business trip.

The New York, New Haven & Hartford road furnished the Massachusetts Federation of Womens Clubs with a special train today for Brockton, returning leave Brockton at 4:30 p. m.

DISCUSS POLICY ON NAVY STORES

Paymaster C. S. Williams of the Boston navy yard is in New York attending a conference of general storekeepers, at which important decisions will be made in regard to the policy of this department of the various navy yards.

The conference will decide what material shall be carried at the Boston and other navy yards, and what material shall be sent to this yard for general distribution. The articles to be kept at the Boston yard for general distribution will be shipped from there when a requisition has been made and duly approved in Washington.

GENERAL SICKLES TO VISIT BOSTON

Major-General Daniel E. Sickles will attend the annual dinner of the Hooker Association at the American house Saturday evening, and he will come to Boston on the train leaving New York city at 9:15 a. m. Saturday.

During his visit here he will have as aides two officers from the coast artillery corps of the commonwealth. In his letter of acceptance General Sickles says he comes especially to meet survivors of the first, eleventh and sixteenth Massachusetts regiments, and he hopes to see a good attendance of the veterans of those organizations.

MAINE CENTRAL DEFERS ACTION

PORTLAND, Me.—At the meeting of Maine Central railroad directors here Wednesday no action was taken on the matter of the presidency. The directors adjourned for one week, awaiting the outcome of next Tuesday's Boston & Maine directors' meeting.

President Tuttle in an interview after the meeting stated that it was his desire to be relieved of the duties of the position, but he could not say what decision would be reached until after the Boston & Maine meeting of directors.

PUPILS TO LEARN FLOWER PLANTING

CINCINNATI—Through the efforts of Park Commissioner William Gilbert a space in every park in the city will be set aside for the purpose of giving school children instruction in flower planting.

Mr. Gilbert received word that School Superintendent Dyer had expressed himself in favor of such a plan, and at a recent session of the commission made a motion that such flower beds be created, and that the children be permitted to do the planting under the direction of employees of the commission.

NAVY YARD WORK FACES BIG DELAY

A delay of possibly four months in beginning work on new naval buildings in Chelsea is expected because of action taken by naval officials in Washington in ignoring the bid of the lowest bidder, Messrs. G. A. Glenn & Co. of Philadelphia, who have filed a protest because of the attitude of the navy department. At the local navy yard it is said that the filing of a protest will probably result in new bids being asked for.

MR. LUCE TO SPEAK ON TAXES.

WORCESTER, Mass.—Robert Luce of Somerville has accepted the invitation of the Worcester board of trade to be the principal speaker at the special meeting and concert of the board Nov. 9. Mr. Luce will take for his subject "Reforms in Massachusetts Tax Regulations."

French. This unusual permission was granted for reasons of convenience rather than of necessity; for Mme. Lipkowska sings in both French and Italian. She will sing "Lakme" here in French, "Traviata" in Italian. In the "Barber" she will undertake for the music lesson scene a song in English.

There is a story that when Mme. Sembrich last sang in St. Petersburg and heard that Mme. Lipkowska was going to America, she called the young singer to her and said:

"The best recollections of my career are in my American experiences. Go, my dear; you will find success there. I bless you."

PENSION FUND CONCERT.

Tel public sale of tickets for the pension fund concert of the Symphony Orchestra which will be given in Symphony hall on Sunday evening, Nov. 21, opens at the box office of Symphony hall tomorrow morning. The orchestra will be assisted at this concert by Madame Olga Samoroff, pianist, and Prof. Willy Hess, violinist.

PLAYHOUSE NEWS

CHICAGO OPENINGS.

Nov. 14—William H. Crane opens a week's engagement at the Illinois, in George Ade's "Father and the Boys."

Nov. 14—"Beverly," a dramatization of George Barr McCutcheon's novel of the same name, will begin an engagement at the Crown.

Nov. 15—"The Commanding Officer," a military drama by Theodore Burt Sayre, begins an engagement at the Studebaker.

"The Goddess of Liberty" has passed its one hundred and thirtieth performance at the Princess. This pleasing musical play is by Adams, Hough and Howard, and Miss Sallie Fisher and George Parsons are featured in the cast.

NEW YORK OPENINGS.

This Thursday evening, at the New theater, "The Cottage in the Air," a comedy by Edward Knoblauch.

The story concerns the adventures of the young princess of a minor German principality who, believing her "ideals" cramped by the formality of court life, longs for an opportunity to live "with the poor and for the poor," dreaming of a cottage in the air as others dream of a castle. Suddenly she finds her dream about to be shattered by her father, the Grand Duke, who decides, without consulting her, to announce her betrothal to a young English prince. Although she loves the prince, this sudden closing of the door on all her visionary ideals brings about an unmeditated revolt, and taking her old tutor (a lovable but thoroughly unworldly bookworm), she steals away incognito to England in search of her cottage.

The remaining act shows most amusingly her attempts to live in her cottage with and for the poor, until in the end she is found quite ready to resume her royal relations and marry the prince. This plot, slight in itself, is told with much humor and graceful charm, and the characters are firmly and vividly drawn. The play is in four acts, the first showing the grand ducal palace; the second the garden before the cottage in England; and the third and fourth the interior of the cottage.

This play will introduce as members of the New theater company several players who do not appear in "Antony and Cleopatra." Among them are Louis Calvert, the English producer and actor; Rose Coghlan, Mrs. Harriet Otis Delenbaugh, Beverly Stiggeaves and Olive Wyndham. The comedy also gives Albert Bruning, Jessie Busley, and Mr. Gottschalk much greater opportunities than they have in the Shakespearean production.

Next week John Galsworthy's "Strife" will be produced, and the first lyric performance will be given by the company from the Metropolitan. Other performances will be repetitions of "Antony and Cleopatra," and "The Cottage in the Air."

William Collier comes to the Grand Opera House on Monday for a week. On the same date, "The Rose of Algeria" comes to the West End.

BOSTON OPENINGS.

Miss Lillian Russell opens a two weeks' engagement at the Hollis next Monday in "The Widow's Might," a comedy of sentimental and financial complications in Wall street.

Miss Viola Allen comes to the Majestic Monday evening in "The White Sister," a drama of the conflict of love and intrigue, in which a lady is sorely tried. Miss Allen plays the lady, and she has the notable support of a notable cast that includes James O'Neill, William Farnum and Miss Minna Gale.

John Craig has an especially seasonable offering at the Castle Square next week, when he will present George Ade's amusing comedy of life in a small western college town, "The College Widow."

PREPARATIONS FOR "MEDEA." An interesting feature of the coming production of "Medea" by the Bryn Mawr Club of Boston, is the special music that is being written by Malcolm Lang. His attempt is not to imitate Greek music—even if its nature were really known nowadays—nor to create operatic "numbers" of his own, but so to set the words that they shall bring out and enhance the emotional significance of the story, exactly as they must have done for the Greeks. In some cases Murray's noble lines will not be sung at all, but recited by single voices.

HARDWARE FIRM PLANS BIG PLANT

PORTLAND, Ore.—The Marshall Wells Hardware Company is having plans prepared for a warehouse for Thirteenth and Kearney streets, which will be one of the finest hardware buildings on the Pacific coast and one of the most capacious structures in the entire West for purposes of this kind.

It is proposed to improve the property owned by the company at this location with a massive six-story structure of reinforced concrete, costing approximately \$400,000.

The officers of the company are now preparing the details for the structure and when the new warehouse is completed the present building on Fifth street will be sold, as will that on Fifteenth and Irving streets, and all the business of the company will be placed in the one plant, which, incidentally, will be the largest on the Pacific coast.

POSTAL RECEIPTS GAIN.

WASHINGTON—The statement of the gross postal receipts of the 30 largest offices during October shows an improvement in business of 5 per cent compared with the same month of last year.

MUSICAL DEPARTMENT

Mr. and Mrs. Wm. John Hall
VOCAL STUDIOS
Suite 29 and 30, Musical Art Bldg.,
ST. LOUIS, MO.

No Greek play is better suited than the "Medea" to stir a modern audience; the situation unfolds itself in intensely dramatic fashion; the people are not types, but real people, and yet, guided by the interpretation of the chorus, no listener can fail to feel the underlying human problem depicted in the figure of Medea.

Two other circumstances are also favorable for arousing a special interest in this production. First, Mr. Murray's six translations are all so recent that though they have already been accepted as English masterpieces, they are still practically unknown on the stage. And, lastly, since Greek plays in this country are almost always given in colleges or by clubs of women, the opportunity to see one acted by men and women both is as unusual as it is welcome.

The play will be given in Jordan hall, Dec. 10, evening; Dec. 11, afternoon. Seats at \$3, \$2 and \$1.50 may be had of Miss E. H. Jones, 453 Beacon street, until Dec. 1; after that at Herrick's ticket agency.

NOTES.

"The American Dramatic Guild," which was organized to promote the interests of unacted playwrights, has had a gratifying success, according to the president, Frank Lex Short. Announcement is made that a play has been selected from a large number read, and that it is now in rehearsal for production Nov. 26 at the Comedy theater, New York. Interested persons may obtain information as to the purposes of the organization from the president at his office, 465 Astor theater building, 1531 Broadway New York. The guild issues an interesting monthly called "The Prompt Book."

At the end of the New York engagement of four weeks of William Faversham in Stephen Phillips' drama "Herod," Mr. Faversham will take the entire production on a tour through the West to the Pacific coast.

Thomas W. Ross, in Winchell Smith's comedy, "The Fortune Hunter," will lead the company which Colan & Harris are organizing to present the piece at the Olympic theater in Chicago. The Chicago opening is scheduled for Dec. 26 after a preliminary week in Rochester and Buffalo.

Charles Frohman believes that he has found a way to abate the concerted rush from the theater between the acts. He believes that most people will remain in their seats in his New York theaters when he begins to entertain them with special programs of violin, cello, harp, and piano solos, selected to be in character with the play.

John Luther Long is to write a comedy for the use of Miss Margaret Anglin, who declares that she will abandon the drama of solas when interest ceases in her present successful vehicle, "The Awakening of Helena Riehl."

Miss Grace Elliston will shortly begin rehearsals in her first string vehicle, "Jacqueline," which was written by Miss Harriet Ford and Miss Arline King Duer.

Charles Frohman will produce at the Illinois theater, in Chicago on Dec

EMERGENCY BONDS TO BE NOTES FOR A THOUSAND DOLLARS

New 3 Per Cents Are Not for Immediate Use, but Will Be Available in Case of Money Stringency.

DESIGN IS ADOPTED

WASHINGTON—Secretary Franklin MacVagh has decided upon the design and character of the 3 per cent emergency certificates of indebtedness, which are limited to one year.

They are not to be issued in the immediate future, but when the necessity arises they will be in the form of United States bonds in denominations of \$1000 each.

When first proposed after the money stringency of 1907, they were designed to be issued in denominations as low as \$20 and \$50, to attract the investment of those who keep their money outside the banks.

Secretary MacVagh points out that in such form they would be likely to increase a stringency rather than diminish it, as people would withdraw money from the banks and put it into certificates which would be as good as government bonds.

It was therefore decided to make them purely a matter of convenience for the banks, upon which they could secure additional circulation for temporary use. An important reason for this was that it was deemed bad policy to offer to the public as an investment a government security which had only one year to run, thus necessitating withdrawal and reinvestment at the end of the period.

Secretary MacVagh, in an interview, states that he does not propose to take up the establishment of a central bank of issue in the annual report of the treasury department, certainly not in any direct way.

SENATOR FAVORS ST. PAUL CHANNEL

T. E. Burton of Waterway Commission Considers Project to Give Mississippi New Bed a Good One.

ST. PAUL, Minn.—Senator Theodore E. Burton, head of the waterways commission, approves St. Paul's project to lift the Mississippi river to a new bed and improve the head of navigation at this point by the construction of a new channel, creation of new levees and building of extensive harbor works which will make St. Paul one of the finest ports on the river.

The federal authorities will have to consent to changes of harbor line and the removal of a small island which stands in the way of the new channel. This island was created by the government's existing improvements at St. Paul, and should in the opinion of the city harbor commission be removed by the government. The cost of the entire work is estimated at something more than \$2,000,000. The plans have been changed in favor of a more gradual bend through the proposed new channel across low lands on the south side of the river opposite the main business district of the city.

NOTED ASPIRANT FOR CIVIC HONOR

Miss Sarah Sullivan Perkins of 18 Autumn street, socialist candidate for the school committee in the place now occupied by David A. Ellis, is a Bostonian by birth, being the granddaughter of the founder of the Perkins Institute in South Boston and a descendant of Richard Russell, one of the most conspicuous of the early settlers of Charlestown.

Public activities have long taken up much of Miss Perkins' time and interest. She was the founder of the City History Club and its secretary for many years. For six years she was secretary of the Massachusetts Society of Colonial Dames and has been active in various philanthropies.

The other candidates are David A. Ellis and Mrs. Julia E. Duff of Charlestown, a former member of the committee.

GENERAL BINGHAM STIRS UP VOTERS

"If the voters want good government and do not get it, it is because decent citizens have not voted in sufficient number," declared Gen. Theodore A. Bingham, former police commissioner of New York city, at the meeting of the Unitarian Club at the Hotel Vendome Wednesday evening.

General Bingham said that in order to combat corrupt political practices the best people of the city must organize vigorous campaigns, open headquarters, and arouse the delinquent voters to their duty.

HARVARD TO FORM AN AERO SOCIETY

Charter Members to Organize Today When Plans for Lecturer and Exhibition Will Be Outlined.

A Harvard Aeronautical Society will be organized at a meeting of charter members this evening in the Harvard Union. Officers will be elected and the aims of the club fully outlined.

The society purposes to give two distinct series of lectures; one on popular subjects, the other dealing with the technical side of aerial navigation. Opportunity for practical experiments will also be furnished. Groups of men will be enabled to work under the supervision of the astronomical and engineering faculties, and it is expected that gliding exhibitions will be undertaken on the athletic field.

About Nov. 29 a motion picture exhibit of airplane flights will be given by the society.

Meanwhile the society will endeavor to secure room in a yard dormitory for a library where aeronautical books and pictures can be inspected and models of machines examined.

TIMBER OF FAMOUS SLOOP ENTERPRISE FOR MAINE SOCIETY

PORTLAND, Me.—J. F. Nadeau, who lives on the Fort farm at Crown Point, N. Y., has sent to the Maine Historical Society for its cabinet a knee or timber from what is thought to be Arnold's sloop Enterprise which was sunk in Lake Champlain during the revolutionary war. The bottom of this vessel was raised from the lake this year.

The Enterprise is said to have been captured by Benedict Arnold from the British in May, 1775. She carried 12 four-pounders and 50 men, and was 72 feet long. This vessel was discovered by Mr. Nadeau's son fouling an anchor in it from his sailboat. In searching for the anchor the ribs of the vessel were discovered sticking from the sand in the bottom of the lake. Steps were then taken to raise the remains of the vessel, and it lies on the grass land near the old fort at Crown Point. In the bottom of the vessel two cannon balls were found, one of which was used to make an inkstand for President Taft.

In 1776 General Arnold constructed a fleet on Lake Champlain to oppose the advance of the British, but he was overpowered by their fleet in October. This vessel is thought to have been one of the vessels destroyed at that time, and it has been at the bottom of the lake over 130 years.

At Ticonderoga, a few miles above on the lake, a heavier timbered vessel called the Revenge has been raised and has been put on a stone and cement foundation for exhibition.

URGING NEW YORK SCHOOL CHANGES

Council of Local Boards Submits Proposals for Improvement to Charter Revision Commission.

NEW YORK—Proposals for a series of sweeping changes in the school administration of New York city have been submitted to the charter revision commission by the council of local school boards, each board supervising one of the city's 46 school districts. The council advocates a complete reorganization of the local school system and the appointment of an official head to serve without pay for five years, the appointment to be made by the mayor.

Home rule and direct representation in school matters constitute the body of the recommendations. The council also proposes that the board of education be made a regular city department.

The appointment of four women to the board of education during the last week created quite a stir in educational circles. This is the first time since the days of Mayor Strong that women have served on that body.

MR. MORGAN PAYS HONOR TO SCHOOL

J. Pierpont Morgan sent a check for \$100 to the Old Schoolboys Association of Boston toward the expenses of the annual dinner to be held in Youngs Hotel Nov. 17. Mr. Morgan was graduated from the English high school in Boston. His maternal grandfather, the Rev. John Pierpont, formerly of the old-time Hollis street church, was an old Boston schoolboy.

BRIDGE HEARING OFF TILL LATER

MANCHESTER, Mass.—The hearing relating to the making of a complete change in the Boston & Maine railroad bridge to Manchester arm scheduled to be held in the town hall here Nov. 17 before an army engineer officer, has been postponed until Nov. 26. The request was granted because certain interested could not be present on the former date.

WATER POWER RUNS GREATEST ELECTRIC CAR ROAD OF MAINE

Great Turbines of Plants at Winslow Generate Enormous Total Amount of 4000 Horsepower.

USES GREAT DAM

WINSLOW, Me.—Maine is realizing more and more every day that power makes power. The great plant of the Lewiston, Augusta and Waterville street railway here is an exemplification of the fact, for two sets of 42-inch turbine wheels run by water furnish the electricity to run the entire system, the most extensive trolley line in the state.

The dam is from 10 to 24 feet high, with flash boards four feet high, giving a head of 24 feet. The turbines are capable of generating 1400 horsepower each, a total of 2800 horsepower on a 20-foot head; on a 24-foot head they develop 4800 horsepower. These wheels are all equipped with governors, working on the same principle as those of a steam engine.

Each battery of turbines is directly connected with a generator of 750 kilowatt capacity. These generators or dynamos produce a 19,000 volt, alternating current, which is sent from the station upon three copper wires.

At Webster pond in Yassalboro, at East Winthrop, and Day's Corner in Monmouth are sub-stations, while the old power plant of the Augusta, Gardiner and Winthrop road, in Hallowell, has been converted into a sub-station. At these points the main transmission line is tapped and the 19,000 volts of alternating current made to operate new generating machines which produce the 650 volts direct current required to operate the cars on the several divisions of the line.

The high tension transmission line which conveys the power from the Fort Halifax to the sub-power plants consists of three heavy copper wires, a total of 228 miles of wire being used. From one end of the trolley line, exclusive of its Winthrop division, is 54 miles, and for the entire distance there are two trolley wires of what is known as figure eight wire. This gives a total of 100 miles of trolley, or all together 336 miles of copper wire used in the electrical distribution of Maine's greatest trolley trunk line.

BUYS UP INDIANA PHONE INTEREST

Deal Carried Through by Toledo, O., Man and Associates Is Said to Involve \$10,000,000.

INDIANAPOLIS—James S. Brailley, Jr., of Toledo, O., Wednesday acknowledged that he had bought a controlling interest in the new long-distance telephone company of Indiana, but he would not say with whom he was associated.

Mr. Brailley, it is understood, has bought 75 per cent of the stock of the company at 60 cents on the dollar and the purchase price has been paid. He denied that he represented the Bell interests.

"Then do you represent the Postal Telegraph Company?" he was asked.

"That is a matter of which I will not speak," he answered.

Among business men who have been concerned in the development of independent telephone lines it is said that purchases of the stock of different companies in Indiana and Ohio by Brailley and his associates will reach \$10,000,000.

MONUMENT PARTY LEAVES CAPITAL

WASHINGTON—Governor Draper of Massachusetts, Mrs. Draper and a party of about 75 officials and others, left over the Southern Railway late Wednesday evening for Baton Rouge, La., where a monument to the Massachusetts soldiers will be unveiled.

The party will spend half a day in Mobile, Ala., and will spend next Sunday in New Orleans, where an elaborate entertainment has been provided. Governor Sanders of Louisiana has invited Governor and Mrs. Draper to be his guests at the gubernatorial mansion in Baton Rouge.

NOW RUSH GIFTS FOR PHILIPPINES

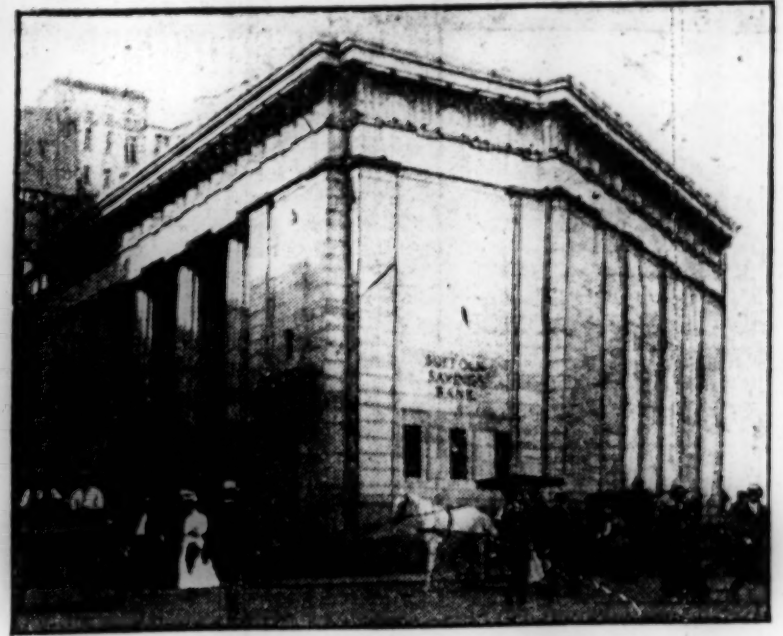
The local express companies are receiving a large number of packages for shipment to soldiers on duty in the Philippines for holiday gifts. At two of the local offices it is estimated that over \$5000 worth of property has been sent to San Francisco in hopes of catching the transport due to sail for Manila the last week of this month. All packages should be addressed to the soldiers, with the rank, regiment, troop or company number and station through the army transport quartermaster at San Francisco.

SCHOOL BOARD TO FILL VACANCY

The Cambridge aldermen will hold a convention with the school committee on Nov. 23 for the purpose of electing a successor to Jeremiah F. Downey, recently appointed superintendent of public buildings.

Suffolk Savings Bank

BOSTON'S MODERN BANKS—X.



DOWNTOWN BOSTON BANKING HOUSE.

This massive structure at the corner of Pemberton square and Tremont street is occupied by the "Suffolk Savings Bank for Seamen and Others."

ONE of the most conspicuous examples of the modern financial structures of Boston is the low-storied massive building which houses the Suffolk Savings Bank, on the corner of Pemberton square and Tremont street.

The classic lines of the exterior so strongly conveyed by the white Hallowell granite serve to typify the inherent conservative policy of the bank. The four huge fluted Grecian columns on Tremont street are flanked by the two separate entrances, one for the men and the other for the women.

The banking room, which occupies the first floor, is semi-circular with the diameter along Tremont street. The walls are of white marble and the ceiling is a self-supporting vaulted dome with an 80-foot span decorated with azure blue and gold glazed tiles executed in a simple Grecian design. A portion at the top of the dome is glass, which furnishes ample light.

A semi-circular counter of grained marble and mahogany encloses the desks where all the clerical work is done, and at the rear is a raised floor enclosed by a glass and bronze partition wherein are the executive officers and a vault for the funds and valuable papers. There are separate tellers for men and women, one receiving cage on each side of the room and a central paying teller's cage for two tellers, one of each sex. A tranquil dignity pervades this stately interior.

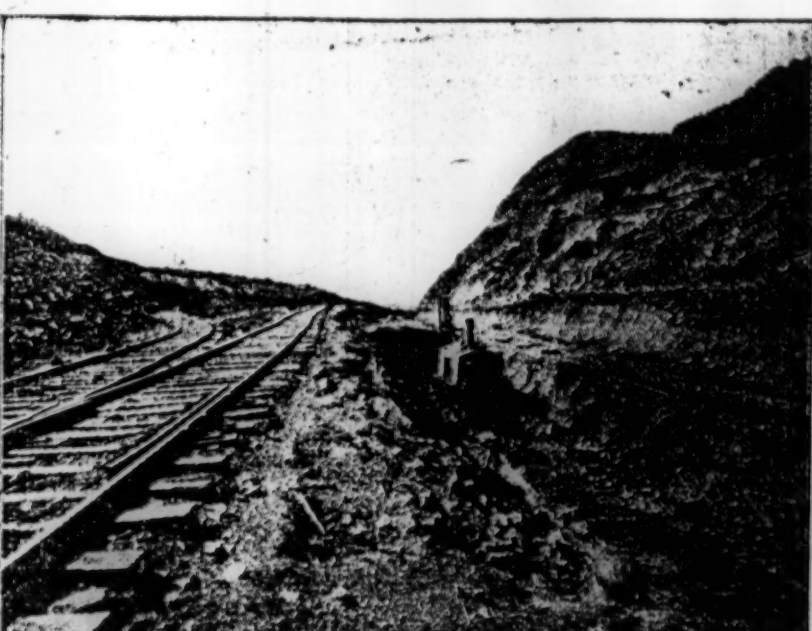
In the basement are the main book vault, the heating apparatus and the lockers.

The bank has nearly 80,000 depositors, whose savings constitute the greater part of the resources of nearly \$40,000,000. The full name of this financial institution is the Suffolk Savings Bank for Seamen and Others, one of the most prominent principles of its early career being the encouragement offered to seamen to save money.

MR. VAUGHAN REJECTS BENCH.

E. H. Vaughan of Worcester, who had been chosen by Governor Draper as the successor of Judge Bishop of the superior court bench, has sent word to the Governor that he will be unable to accept the position owing to the demands of his private law practice.

HALF OF GREAT CULEBRA CUT IS NOW FINISHED AT PANAMA



SCENE IN THE GREAT CUT AT CULEBRA.

The isthmian commission reports that work on this portion of the Panama canal route, which will be three hundred feet wide and nine miles long, is making rapid progress.

WASHINGTON—The cut at Culebra, the backbone of the isthmus of Panama, was half completed on Oct. 23, according to reports from the Canal Zone just forwarded to the offices of the isthmian commission in this city. At that time 39,002,299 cubic yards had been excavated and a like amount of digging remained to be done.

This gigantic cut will be nine miles long and will have a width of 300 feet at the bottom, which will be 40 feet above sea level, the normal level of the water being fixed at 85 feet above the sea. Its completion is said to be assured within four years.

At the same time a report was made of the first steam shovel working in dry excavation on the bottom of the canal.

MRS. YOUNG PLANS USE OF LIBRARIES BY CHICAGO PUPILS

CHICAGO—After 35 years of discussion which produced no definite results beyond the establishment of two small branch libraries as experiments, the public schools and the Chicago public library are to work in accord.

Mrs. Ella Flagg Young, superintendent of schools, made this announcement in connection with the appointment of a committee of school principals to work with herself and Henry E. Legler, public librarian, in formulating new plans for branch libraries.

Mr. Legler had a two-hours conference with Mrs. Young in her office, and at the close of their conference Mrs. Young announced her committee.

"I think this movement will bring results," said Mrs. Young. "Mr. Legler and I discussed details this afternoon. One of the big problems we will meet is that of distribution. Chicago is a big city, you know, and the question of getting the books around to the schools is not easily settled."

"The committee which I have appointed will hold several meetings and decide upon the greatest needs of the schools. Then it will report to us at a conference at which we will put the matter in shape for presentation to the library committee of the board of education."

"Mr. Legler is agreed with me that the public library should be for the people and not a library for research. The Crerar and Newberry libraries furnish facilities for persons who wish to look up some specific subject."

"For 35 years the question of the public library supplementing the work of the schools has been before us, and several times it has appeared that there would be harmonious action, but nothing ever has been done. This time we mean business."

TESTING OF WATER COLUMNS FOR ROAD USES IS UNDER WAY

American Maintenance of Way Association Conducts Experiments on Friction in Water Pipes.

COMPARE VOLUMES

URBANA, Ill.—The experiment station of the University of Illinois is conducting two commercial tests, both for the American Maintenance of Way Association. One is on draw bar pull and knuckle strength, and the other is the testing of water columns. The second is receiving the most attention because no similar test on such an extensive scale has hitherto been attempted. The problem is not merely theoretical. The American Maintenance of Way Association will from time to time note the progress being made.

Few people realize the loss in energy that results from friction in water pipes, turns and elbows, and the amount that the flow of water is retarded from these causes. The question of why railroads use these water columns in preference to feeding their engine tanks directly from the water tank naturally arises. In the present tests pipes from six different manufacturers are being used, the average size pipe used being 10 inches in diameter. These pipes are being tested for discharges ranging from 1000 to 4000 gallons per minute, which requires a head of about 45 feet. The experiment has been running about two weeks, and at the present rate of testing it will require another week to complete it.

Many factors are always likely to cause errors in such experiments. The most extreme care is being used to eliminate these, and simultaneous readings of volume discharged, pressure and water hammer, are being taken. For the water hammer readings a special apparatus is being used from which cards, similar to the indicator cards from a steam engine, are obtained.

The sub-committee of the Maintenance of Way Association under which this experiment comes, consists of Robert Ferriday, engineer of maintenance of way of the Big Four; G. H. Herrold, division engineer of the Chicago & Great Western; M. H. Wickhorst, first engineer of the C. B. & Q., and James Burke, engineer of maintenance of way of the Erie railroad. The American Valve and Water Company also had a representative here watching the tests.

MISSOURI POETS AFTER BIG PRIZE

Governor Hadley's Offer for a Suitable State Song Brought an Avalanche of Letters Bespeaking Favor.

JEFFERSON CITY, Mo.—Governor Hadley is in trouble over the matter of awarding a cash prize of \$1000 for a suitable song for Missouri.

He selected a special committee composed of D. R. Francis, Henry N. Cary and Capt. Henry King of St. Louis and Walter S. Dickey and Hal Gaylord of Kansas City to dispose of this contest and award the prize.

Since then the Governor has been flooded with letters from song writers, professional and amateur, all eager to secure the prize. Daily the number of letters increases and in spite of the fact that the prize is to be awarded by a special committee, the Governor himself is appealed to. The Governor now has nearly a mail sack full of communications on this subject, and even other state officials are being importuned by contestants to intervene in their behalf.

NEW CANADIAN LINE TO ORIENT

VICTORIA, B. C.—Subject to ratification of its contract with the British Columbia government to complete a transcontinental line to the Pacific coast, the Canadian Northern Railway Company has announced that the Transpacific and Australian steamship service would be started from a new seaport to be established at Numakamis bay, Barclay sound, on the west coast of Vancouver island. Four steamers will run to Hongkong and four to Australia.

FARMERS UNITE IN NEW JERSEY

TRENTON, N. J.—The chartering in the office of the secretary of state here Wednesday of the Burlington Farmers Exchange, capital \$135,000, brought out the intent of these men to fight the beef trust, grain cornerers, and other combinations of commission merchants.

The charter gives the exchange power to grow fruit, traffic in it, and deal in all kinds of merchandise. It may also act as promoter of other concerns.

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NEW YORK BOASTS ONLY MATHEMATICS MUSEUM IN WORLD

Exhibition at Teachers' College Contains Many Interesting Displays, Says Letter From Metropolis.

NEW BRIDGE TOWERS

NEW YORK—Museums of art and natural history, of antiquities and other curios are familiar to all urban dwellers, but a museum of mathematics is a novelty to most people. In fact this is not strange because New York city boasts the only one in the world. This is the Mathematical Museum at Teachers' College.

The contents of the museum are manifold in form and vastly more attractive than one would be led to suppose from the dryness of the subject. Photographs of famous mathematicians from Archimedes, the Egyptian, to Newton and Huyghens are exhibited. It is surprising to find that some of the world's most distinguished men of figures were poets or artists besides. Omar Khayyam, for instance, spent more time on algebraic problems than on poetry. Albrecht Dürer was a writer of a book on spheres and Leonardo da Vinci, before he began to paint, invented sun dials and made many intricate mechanical drawings.

The walls are lined with autograph documents and letters of great men which are replete with interest. There is also a valuable collection of coins from all parts of the world. There are some Arabic coins which show that the numbers which are called "Arabic" are really European adaptations which the natives have readopted.

Instruments which show the beginning of mathematical computation are not lacking, as some of the first varieties of scales from India and some early European measuring rods testify. Old iron compasses and sun dials were also valuable assets in the early days and of prime importance to commerce and its kindred arts, as one sees clearly from an inspection of the museum. The last piece in the exhibition is a metric system model of 1872, struck when Germany in adopting the metric system made a vast step in commercial progress.

The museum is the private property of Prof. David E. Smith, who was one of the leaders in the recent movement to make mathematics as interesting from the educational standpoint as the more lively literature, history and laboratory work.

Freight trains running through the crowded streets of a city the same as trolley cars are regarded in New York as a nuisance. Yet for 50 years the line of the New York Central railroad on the lower west side has been running its freight trains in this manner. It now seems likely that the road will take steps to place its tracks either on an elevated structure or in a subway. The commerce of the city requires trains to have access into the wharf district, but the railroad is willing to devise some plan by which they can be run with less inconvenience to the general public. It is inclined to favor the elevated plan. A hearing on the subject will be held next week.

Because of the prospective subway traffic over the Williamsburg bridge the structure will have to be strengthened by two extra towers beneath the land span at each end. The cost will be about \$500,000.

BIGGEST NAVY GUN TO BE TRIED SOON

WASHINGTON—The largest and most powerful gun ever built for the United States navy has arrived at the Washington navy yard. It is a 14-inch rifle, 53 feet long, and discharges a shell weighing 1400 pounds. Its range will be at least 14 miles, and at that distance it is believed the shell would pierce an 11-inch belt of Krupp steel or the armor of the heaviest battleship. Each discharge will cost about \$500. The gun weighs 63 tons.

As soon as it is ready for the firing tests it will be taken on a lighter to the Indian Head proving grounds, where its exact qualities will be determined.

"1915" BOSTON EXPOSITION

Thousands Through the Old Art Museum Every One Astonished! TWO HUNDRED EXHIBITS Wonderful Models of Boston, New York, Philadelphia, etc. Marvelous Talking Arc Light. Original Curtis Aeroplane. Winner of the World's Flying Prize. \$4000 paid for this attraction. Italian Performing Marionettes. In real plays 6 times daily. Concerts by Boston "1915" Women's Orchestra. Edna Frances Simmons, Leader. MOVING PICTURES Lectures this afternoon by Rev. B. F. McDaniels on the work of the Harvard Memorial; by several speakers on the work of Young Women's Christian Association; this evening by H. H. Clayton and A. E. Merrill on "Aerodynamics." Ask at Tech exhibit for cards to visit the Laboratories on Wed. and Fri. evgs. All Entertainments and Lectures Free. Cook's Dutch Restaurant and Tea Room. Capley St. Nov. 11 to 27. 10 a.m. to 10 p.m. Boston. No. 11 to 27. ADMISSION 5c CHILDREN 15c.

Picture Puzzles, W. B. Clarke Co. and TRAYS. 26 & 28 Tremont St.

Monorail Line, With Speed of 100 Miles an Hour, Will Be Established Near New York Next Season

FIRST ROAD OF KIND NOVELTY, PRESENT IS COMMERCIAL PLAN

NEW YORK—In these days of rapid transit agitation any project which promises to solve the traction problem is heartily welcomed by New Yorkers. The construction of a practical monorail line, for which great things are claimed, therefore, is of real interest.

Such a road has been begun, and by next June a stretch between Bartow station on the Harlem river division of the New York, New Haven & Hartford railroad and City Island, a distance of three miles, will have been completed and opened to traffic. The enterprise is a commercial one, but also has for its object the exposition of the merits of the monorail electric system.

The backers of this scheme claim speed, economy, comfort and safety for their invention, to a degree which entirely eclipses all other methods of transit. They hope not only to extend the present road to Mt. Vernon, after its usefulness and possibilities have been proven, but to install the system elsewhere. They have in view an elevated monorail railway between Newark, N. J., and Jersey City. Negotiations for a franchise are being carried on. They intend to run this road through to connect with the Hudson river tunnels, and even claim the feasibility of running their cars from Newark through the tubes into the heart of Manhattan. The mere rumors of such plans naturally create a lively interest on the part of New Yorkers as to what and why the monorail system is.

The first discovery and application of the monorail principle was made as much as 20 years ago by E. Moody Boynton of Newbury, Mass. His apparatus, or apparatus of similar construction, has been used in all subsequent attempts at monorail construction in this country.

The first road built was installed as a novelty at Coney Island, and proved very successful, although operated only for a short time. In 1892 an elaborate plan for the construction of a road on Long Island was evolved by Mr. Boynton and Frederick W. Dundon of New York. It was built in the neighborhood of Belleport, but was never continued, although apparently a success, because of opposition on the part of the Long Island railroad. These early roads were operated by steam.

Jay Gould, who at this time controlled the elevated railway interests in New York, became interested in the device, and proposed installing it on his lines, but no steps in this direction were ever taken. A monorail road was operated at Windsor Hills, near Baltimore, for some time, and one was run at the Jamestown exposition. All these attempts were said to be successful, but for one reason or another the system was never developed.

The present or fifth attempt to introduce the system to the public was undertaken by the Monorail Construction Company of this city. The company purchased the Bartow-City Island horse car line from the Interborough after considerable opposition from the latter and the public service commission. The Interborough now holds some of the Monorail stock, but the officials of the latter say it does not own a controlling interest.

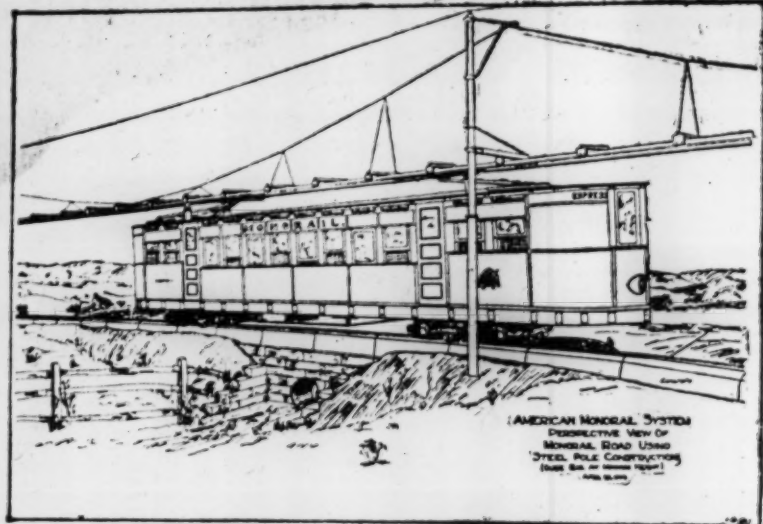
Bion L. Burrows, president of the Monorail company, speaking of the plans for the Bartow-City Island line, today said that the cars as shown in the accompanying cut would be able to carry passengers at the rate of 100 miles an hour over one portion of the road, a 1½-mile straightaway in Pelham parkway. He said this speed could be maintained with perfect safety, as the swinging and jarring of the ordinary car are eliminated in the monorail. The ordinary car is subject to what is called horizontal concussion, which tends to make it leave the track, while the motion of the monorail car is vertical, insuring stability.

The electric motors which run the monorail car are eight in number, there being two on each of the four tandem wheels. They are contained in the wheels and revolve with them. The current used is not so strong as that required for the ordinary trolley car. About 550 volts will be used. The wheels have flanges on both sides to keep the track. There are two guide rails to help the car maintain its equispace. The overhead device is illustrated clearly in the picture. Three cars will be used on the route, which will be ample to maintain the schedule because of their high speed.

Mr. Burrows is confident that the system is the one best suited to all kinds of city traffic, subways or elevated. He holds that an elevated structure composed of one series of poles would suffice for a monorail road. Four tracks would therefore be possible in one street. Contrary to the popular sentiment, he is more hopeful of the future of the elevated than the subway as a means of transit.

The Monorail company holds all the monorail rights in this country, and it has an agreement with Louis Brennan, who is experimenting on a monorail system of his own in England. Mr. Brennan uses no support for his cars beyond the single rail, the equilibrium being sustained by the use of a gyroscope or revolving top.

In Germany there is one monorail



SKETCH OF BARTOW-CITY ISLAND MONOROAD.
Electric system being built by the New York, New Haven & Hartford company expected to be running by next June.

REAL ESTATE NEWS

Two more important sales of Back Bay property have been recorded, one of which affects the stone house at 115 Commonwealth avenue owned by Isabella M. Weld, who sells to Ethel Reed Moss, wife of Everett Moss. The residence is a four-story basement one and there are 3486 square feet of land in the lot, the whole taxed on a valuation of \$65,000, of which amount \$36,500 is on the land. The broker for the grantor was R. Elmer Townsend of the Shawmut Bank building.

The other estate in this district to change hands is that at 273 Beacon street, which passes to the ownership of Margaret Homer Davis, wife of Charles Davis, Jr. The purchaser intends to occupy the four-story brick house after thoroughly renovating and improving it. There is a lot containing 2900 square feet of land, taxed on \$16,800. The total rating is \$35,000, but the consideration paid is said to have been above this figure.

It is expected that within the next few days announcements will come of other changes in this section of the city. One parcel, in particular, in Boylston street, is booked to be replaced by a beautiful hotel, according to rumor. It has been known for some time that negotiations were under way for the sale of the property in question, but nothing of a definite nature has transpired until early this week, when agreement papers were signed for the total transferring of the property, pending the clearing of the title. It is said that the total amount involves more than \$750,000, including the proposed new building.

CHANGE IN THE SOUTH END.
Frederick C. Bowditch, et al., trustees, have taken title from Helen F. Jacobi to a property on Dover street, running through to Hingham street, South End. Included in the sale is a large four-story brick structure containing a store on the lower floor, with apartments above.

PLAN CONVENTION IN BEHALF OF INDUSTRIAL EDUCATION

NEW YORK—The third annual convention of the National society for the Promotion of Industrial Education will be held in Milwaukee on Dec. 2, 3 and 4. The topics for discussion at this year's convention will be as follows: "The Economic Value of Industrial Education," "Trade Schools, State Legislation in Regard to Industrial Education," "Evening and Corporation Schools," "Intermediate Industrial Schools" and "Industrial Education at Home and Abroad."

Speakers who will address the meetings are Dr. Alexander C. Humphreys, Dr. Charles Van Hise, Dr. George Martin, Frederick W. Snyer, C. N. Perry, L. Gustafson, J. Golden, A. D. Dean, G. P. Carman, L. J. Shearer, L. Rouillon, C. F. Warner, N. W. Alexander, C. R. Dooley, J. J. Eaton, C. S. Howe, C. R. Allen, Superintendents Pearce and Elson, Mrs. A. G. Spencer, Dr. Edgar S. Barney, Dr. J. D. Burks and others.

The exhibit of trade school work which is being arranged under the direction of L. Rouillon, Mechanics Institution, New York, promises to be one of the most interesting features of the convention. Some of the best technical and industrial schools will participate in the exhibit.

Delegates have been appointed by nearly all the governors of the states, and a large representation from the various state branches and state committees of the society is expected to be present.

Arrangements for the convention will be made by the National society.

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TEST OF GYROSCOPE WITH FORTY ABOARD PROVES SUCCESSFUL

LONDON—Louis Brennan, who obtained a commandship of the bath for the torpedo which bears his name, proved Wednesday that the gyroscope can be practically applied to railway operation on a single track. Thus the monorail, which it has been claimed will eventually revolutionize the railway system of the world, seems brought within the bounds of practicability.

Mr. Brennan had previously given exhibitions with a small model car. Members of the Royal Society were astonished some years ago to see this model running along a span of wire rope, balancing itself like a tight-rope dancer on two wheels in apparent defiance of the laws of gravitation, and from time to time since then visitors to Mr. Brennan's house in Kent have witnessed the same apparent miracle. The secret was to be found in the application of that gyroscope force which keeps a spinning top from falling over on its side. Within the little model car was a gyroscope which maintained its equilibrium.

The inventor has now completed a full-sized car and fitted it with gyroscopes, and at Cullingham he gave an exhibition which was entirely successful. Forty persons were carried in the car up and down a straight single-rail track and round and round a circular track 220 yards in length.

The car is 40 feet in length, 10 feet wide and 13 feet in height to the top of the cab in which the machinery is contained. It weighs 22 tons empty, and would carry a load of upward of 10 tons. The two gyroscopes which balanced it on the single rail were 3 feet 6 inches in diameter, weighing together 1½ tons, and spinning at the rate of 3000 revolutions a minute. A petrol engine on the car itself generated the electric power by which the gyroscopes were rotated and the running wheels driven. The car ran backward and forward and negotiated with perfect ease the sharp curve of an eighth of a mile circle, which would be impossible for a railway carriage running on double rails.

Mr. Brennan does not hesitate to declare that the monorail, which the gyroscope principle makes a practical possibility for the first time, will revolutionize the railway systems of the world. A train running on a single rail can attain with ease and safety, he declares, a speed which is impossible for double-rail vehicles. Under the existing system the limit of safety in speed has already been reached. For the monorail a speed of 100 or more miles an hour is safely possible.

The India office, the war office and the Kashmir government have assisted and encouraged Mr. Brennan in the development of his invention, and a German engineer has done him the honor to imitate him. It was not Mr. Brennan's intention to exhibit his full-sized car for some weeks, but the announcement that a German gyroscope car measuring 17 feet was to be exhibited caused him to hasten the disclosure of the capabilities of his 40-foot car.

Since his model was shown Mr. Brennan has considerably developed and improved his invention. The precision of the gyroscopes was accelerated or retarded in the model by frictional means. In the full-sized car a very clever pneumatic device is employed. It is the automatic control of the precision of the gyroscopes which keeps the car in equilibrium. So perfect is the stability which the gyroscopes give that when all the passengers on the car moved over to one side of it the car automatically adjusted itself to a new balance. —New York Times.

LAUD AMERICAN SCHOOL SYSTEM

New York Educator Points Out How They Escape Old World Inculcation of Ideas of Snobbery and Caste.

NEW YORK—Clarence D. Kingsley, chairman of the High School Teachers Association of this city, contributes an article to the official bulletin of the association, in which he says:

"In Germany the parent chooses a school for his son. This choice does not depend on the boy's mental taste or capacity. It depends upon the parent's ability to pay for a short or extended schooling. Hence the tendency is to have an education of the classes for the classes. This exaggerates class consciousness. With us the elementary school keeps the children of rich and poor, native and foreign born, in intimate association.

"If we have cosmopolitan high schools we can prolong this typically American education, of those preparing for different callings, through the period of adolescence, when the conflict between snobbery and fraternity is keenest. Thus, the cosmopolitan high school trains the youth to genuine respect for all respectable callings."

PINE TREE TOPS FOR MAKING PAPER

NEW ORLEANS—Pine tree tops will be converted into wrapping paper and fiber board in a plant to be established at Bogalusa, La., by the Southern Wood Distilleries and Fiber Company, Chicago.

Arthur W. Handford, mechanical engineer and superintendent of construction, is at Bogalusa arranging for the reception of machinery to go into the plant.

Boilers of great horsepower will be employed, and an electric plant operated.

GERMANY'S SUCCESS ABROAD DUE TO SCHOOLS SAYS CONSUL

WASHINGTON—Systematic training of the youth in foreign languages, in the opinion of Thomas H. Norton, United States consul at Chemnitz, is responsible for the rapid movement of Germany in capturing the foreign markets of the world.

This plan, the American representative reports, is being adopted with increasing enthusiasm and success in the principal industrial and commercial centers of the empire. Provision for the teaching of English and French is made in those public schools that correspond with the grammar and high schools of this country, and the number of students taking

LONG DISUSED SWAMP LANDS BRING RICHES TO MINNESOTA

WASHINGTON—That Minnesota will within the next half century receive \$250,000,000 in the form of royalties paid on the mineral deposits in state lands is the confident assertion of George W. Simpson, attorney general of that state.

When it was discovered that great mineral deposits, chiefly of iron ore, underlay the swamplands previously considered almost valueless, the state adopted the farseeing policy of collecting a royalty from those permitted to work the mines, and by legislative enactment provided that the principal should be invested and only the income appropriated for current needs.

Thus far, according to Mr. Simpson, the annual income thus derived amounts to \$700,000, and if the present rate of interest, four per cent, can be obtained on the entire amount of the royalties in sight, the state will ultimately enjoy an annual income of \$10,000,000, which will go far to avert the necessity of taxation for school and other state needs.

Mr. Simpson explains that this income is now utilized to support the schools, each of which receives a share, according to the character of the education afforded and the number of pupils enrolled.

SHIP SUBSIDY BILL TO BE PRESENTED

WASHINGTON—It is thoroughly understood among influential men in Congress that the ways are greased for the passage of a ship subsidy bill at the coming session of Congress.

The preliminary work was done at the last session, and a quiet canvass of both houses indicated prospective success.

President Taft will not only recommend such a bill, but will urge it and work for it. His visit to the Pacific coast, where he saw American vessels at a disadvantage with the Japanese, owing to Japan's subsidy, gave him a vivid object lesson.

CAPE CANAL CHANGE PROPOSAL

The selectmen of Bourne have filed with the secretary of state, for advertisement and presentation to the Legislature, a petition asking for amendments of the charter of the Cape Cod Canal Company. The bill which is to accompany the petition has not yet been presented.

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SHIPPING NEWS

Notice has been given that about Nov. 1 Cross Rip light-vessel No. 5, Nantucket sound, will be withdrawn for the installation of a compressed-air fog-signal, and the station will be temporarily marked by relief light-vessel No. 9. It will show a light having the same characteristics as that of light-vessel No. 5, but the fog-signal will be an 8-inch compressed air whistle, sounding blasts of 2 seconds' duration, with silent intervals of 18 seconds. Light-vessel No. 5 will be replaced on her station about Jan. 5, 1910. No change will be made in the general appearance of light-vessel No. 5.

Vineyard and Chikena light-vessel No. 86, Haden sound, will be replaced on her station Nov. 12, and relief light-vessel No. 9 will then be withdrawn.

The next steamer from St. John, Eastport and Lubeck, the Governor Cobb, is due here today. Commencing on that day the Eastern Steamship Company will run only two steamers a week on the St. John division for the winter season. The vessels will arrive in Boston on Sundays and Thursdays, Sunday arrivals coming from St. John direct.

Wednesday's arrivals at T wharf: Julietta 3800 pounds, Mary C. Santos 10,000, Benjamin F. Phillips 55,000, Fannie Belle Atwood 28,500, Washakie 12,000, Louisa R. Sylvia 34,000, Hope 8500, Olympia 10,000, Maxwell 5000, Diana 0000.

T wharf dealers' prices per hundred-weight Wednesday: Haddock \$5.25 to \$5.75, large cod \$5.25 to \$5.75, small cod \$4.25 to \$5.75, large hake \$2.35 to \$2.50, small hake \$1.25 to \$1.50, pollock \$1.40 to \$1.50.

The Leyland line steamship Iberian was obliged to anchor in the harbor, upon her arrival Wednesday morning from Manchester, because no available berth could be located. At present the steamship berths are badly congested, due to the large number of foreign steamers that arrived during the past week. The steamer brought a cargo of 1000 tons of machinery, cotton, wool, paper stock and general freight.

PORT OF BOSTON.

Arrived Today.

Strs Lavin (Ital), Tacoma, Genoa Oct 23, Palermo 26, Naples 28, to Charles V. Dasey; Ivernia (Br), Potter, Liverpool Nov 2, and Queenstown 3, with mids and passengers to Cunard SS Co; Ch. Knudsen (Nor), Olsen, Louisburg, C. B. with 6500 tons of coal, for J. E. Harlow, docked at Everett; Onondaga, Goggin, Jacksonville and Charleston, S. C., with mids to Clyde S. S. Co, arr 10; Camden, Brown, Bangor, Me; Bay State, Lincoln, Portland, Me; City of Gloucester, Linniken, Gloucester; Boston (Br), Yarmouth; Bunker Hill, New York, mids to N. E. Nav Co.

Tugs North America, towing barges Rondout, from Weehawken, and Hawthorne (or Marion), from Edgewater; International, Minford, Philadelphia, towing barges Hammond (for Lynn), Molino and Buck Ridge; Scranton, Pierce, Hoboken, towing barges Chemung and Tunkhannock; Honey Brook, Durkee, Port Johnson, with barges C. R. R. of N. J. Nos 5, 11 and 12.

Sailed.

Tug Plymouth, Port Johnson, towing barges C. R. R. of N. J. Nos 8, 10 and 15, 10th.

Str Chippewa, Charleston, S. C., Brunswick and Jacksonville, 10th.

WIRELESS REPORTS.

Str St. Louis, Southampton and Cherbourg for New York, 1190 miles east of Ambrose channel lightship 6:15 p. m. Wednesday, due at her pier about noon Saturday.

Str Cymric, Liverpool and Queenstown for Boston, 120 miles southeast of Sable island, 5:50 a. m. Wednesday.

Str Iroquois, Jacksonville and Charleston, S. C. for New York, 252 miles south of Sandy Hook 8 p. m. Wednesday.

Str City of Savannah, Savannah for New York, 50 miles south of Hatteras 8 p. m. Wednesday.

Str City of Memphis, Savannah for Boston, 210 miles north of Hatteras 8 p. m. Wednesday.

Str city of Macon, Boston for Savannah, off Delaware breakwater 7 p. m. Wednesday.

Str Mexico, Havana for New York, 22 miles north of Jupiter 8 a. m. Wednesday.

Str Brazos, Galveston for New York, passed Cape Lookout 6:25 p. m. Wednesday.

Str Mohawk, New York for Jacksonville, passed Hatteras 12:30 p. m. Wednesday.

Str City of Atlanta, New York for Savannah, 18m S Hatteras 8 p. m. Wednesday.

Str San Marcos, Galveston for New York, 15m S Hatteras 8 p. m. Wednesday.

Str Altai, Santa Marta etc. for New York, 820 m S Sandy Hook 9 a. m. Tuesday.

Str Alliance, Cristobal for New York, 14 m S Cape May 8 p. m. Wednesday.

Str Capt. A. F. Lucas, New York for New Orleans, 20 m from South Pass 8 a. m. Tuesday.

Str Prinz Joachim, New York for Kingston 8 p. m. Wednesday.

Str Merida, New York for Vera Cruz, 110m S Progresso 8 p. m. Wednesday.

Str Ancon, Cristobal, Colon for New York, 75m S Cape May 8 p. m. Wednesday.

Str Advance, New York for Cristobal, 313m S Sandy Hook 8 p. m. Wednesday.

Str Prinz August Wilhelm, Colon for New York, 85m S Colon 8 p. m. Tuesday.

Str Ligonier, Beverly for Port Arthur, 150m S Key West 8 p. m. Tuesday.

New York Arrivals.

Strs President Grant, Hamburg, Bonlogne and Southampton; Atrato, Southampton via Barbados, Port Spain, Colon and Kingston; Casel, Bremen; Manuel Olive, Mediterranean ports; Old Colony, Boston; Florizel, St. John, N. F., and Halifax, N. S.

MOVEMENTS OF VESSELS.

HULL—Passed out, str Chas F. Mayer for Baltimore, towing barge No. 17. Anchored in Nantasket Roads, one loaded and eight light barges.

Passed up sound, tug Tacony, towing barges Malvern, Portland, and Devon, Salem, for South Amboy.

HIGHLAND LIGHT—Passed in, str Hylas (Br.) Henry, Rosario, Buenos Aires, Montevideo and Para.

CAPE HENRY, Nov 10—Passed in, str Annie, New York for Fernandina.

CHATHAM, Nov 11—Passed south, tug Plymouth, towing barges C. R. R. of N. J. Nos 8, 10 and 15, Boston for Port Johnson.

DELAWARE BREAKWATER, Nov 10—Arr str Craigball, Samarang, etc., and sailed for New York; tugs Monocacy, towing barges, from Philadelphia for the east; Watappa, with barges, Philadelphia for do.

Passed up, 10, str Felecianna, Fowey, for Philadelphia.

Passed out, 10, str Florida, towing large Magnolia, for Bayonne.

GALVESTON, Nov 10—Sld str Concho, New York; arr, 10, strs Merican, Liverpool via Kingston, etc.; El Cid, New York; seh Eleanor F. Bartman, Pinkham, Philadelphia.

MESSINA, Nov 6, Sld, str Citta di Messina, New York.

MONTREAL, Nov 10—Arrd, str Manchester Importer, Manchester; elrd, 10, strs Victorian, Liverpool; Lakonia, Glasgow.

NAPLES, Nov 6—Sld, str Sannio, New York.

PALERMO, Nov 10—Sld, str Oceana, from Patras, New York.

QUEENSTOWN, Nov 10—Arrd, str Saxonia, Boston for Liverpool, and proceeded.

SANTOS, Nov 9—Clrd, str Portreath, New York, cargo 41,000 bags coffee.

VINEYARD HAVEN, Nov 11—Sld, tug Neponset, towing barge Biwabik, from Norfolk, Boston; passed, tug Lykens, Philadelphia towing barges Indian Ridge, for Bangor, Glendower, for Portland, and Burnside, for Newburyport.

BROW HEAD, Nov 10—Str Bluecher, New York for Plymouth, Cherbourg and Hamburg, 225 miles southwest at 5:10 p. m.; due at Plymouth 11 a. m. 11th.

CAPE TOWN, Nov 9—Arrd, str Melville, Montreal, Sydney and Halifax.

GENOA, Nov 8—Arrd, str Regina d'Italia, New York. Sld, 10, str Romanic, Boston.

HAVANA, Nov 3—Arrd, strs Egda, Philadelphia; 4, Homereus, River Plate via ports; 5, Bortha, Mobile; Sokoto, Halifax, N. S.; Vitalia, Sagun; Tholma, Christiania, etc., via Newport News; 10, Saratoga, New York. Sld, 4, strs Adolph, Tampico; Akor, Daquiri; 5, Cayo Gitano, Puerto Mexico, etc.; 9 (4 p. m.), Merida (from New York), Progreso, etc.

TECHNAVAL CLUB BANQUET TONIGHT

Students at Institute Also Will Hear Lecture on "The Conquest of the Air," by Professor Rotch.

The Naval Architectural Society of the Massachusetts Institute of Technology will hold its monthly dinner this evening at the Tech Union. Professor Peabody will speak.

Clarence E. Gage '95, who until recently was draftsman for the 1st thman canal commission, has received an instructorship at the Verona University, Pennsylvania.

John J. Thomas '07 has received a commission in the United States coast artillery as second lieutenant.

Prof. A. Lawrence Rotch of the Blue Hill observatory will talk to the members of the institute this evening at the Tech Union on the subject of "The Conquest of the Air." Those interested in the subject of aerodynamics will discuss the advisability of forming a college aero club.

The members of the Civil Engineering Society will take an excursion to the Lynn and Malden grade crossings next Saturday, Nov. 13, to inspect the work now going on there.

MR. CUMMINS SEES NO SPLIT IN PARTY

WASHINGTON—Declaring the insurgents or progressive Republicans cannot be driven from the party, that the principal issue in the next Republican primaries in the West will be the fight against Cannism and reiterating his belief that Taft will be renominated and elected after his four years as President are finished, Senator A. B. Cummins of Iowa, leader of the Senate insurgents, is here to confer with President Taft on the invitation of the President who wanted to discuss certain public questions with him before writing his message to Congress.

PARIS TO BIARRITZ AIR LINE PLANNED

PARIS—Committees of the Aero Club of France left here today for Bordeaux where they will take up the work of planning an aeroplane route from Paris through Bordeaux to Biarritz, the famous resort on the Spanish frontier.

This aerial road-making is entirely independent of the proposed airship and aeroplane routes proposed by the state, for the outlining of which an appropriation has been asked of the Chamber of Deputies.

PHYSICIANS MEET IN NEW HAVEN.

NEW HAVEN, Conn.—Prominent physicians and educators in modern hygiene are here today to attend the third mid-year meeting of the American Academy of Medicine in Lamson hall, Yale University.

LARGEST NUMBER AT HIGH SCHOOL

Catalogs Issued Today by the English Headmaster, While the Boston Latin Cadets' Roster Is Also Printed.

The annual catalogue of the English high school is issued today by Headmaster John F. Casey. It contains 74 pages full of excellent reading for the pupils' parents and the past and present members of the school.

The catalogue shows that in the English high school building and its adjunct, the old Winthrop-street, Roxbury, school, 1383 pupils, the largest number in the history of its 85 years of continuity. This is the oldest public high school for boys in this country.

Henry Pennyfather, acting headmaster of the Boston Latin school, announces through the catalogue of that school the roster of the eight companies of the Boston Latin school, which make up the second regiment of Boston high school cadets. Until the spring competitive drills there will be no officers higher in the regiment than captain. The officers follow:

Quartermaster, Capt. Robert Gardner Wilson, Jr.

Company A—Capt. S. H. Ayer, Jr., Lieutenants, H. A. Brickle, R. K. Randall.

Company B—Capt. J. C. MacNeil, Lieutenants, P. M. Mazur, E. T. Cohen.

Company C—Capt. W. A. Perrins, Jr., Lieutenants, A. I. Drew, F. Pooler.

Company D—Capt. A. J. Reardon, Lieutenants, M. W. Cole, F. T. H. Wurl.

Company E—Capt. L. F. Fowler, Lieutenants, L. O. Schwab, W. L. McLean.

Company F—Capt. T. J. Keilher, Lieutenants, A. H. Onthank, A. J. Mannix.

Company G—Capt. G. F. Marsh, Jr., Lieutenants, G. W. Frost, A. E. C. Olliver.

Company H—Capt. J. Siskinsky, Lieutenants, H. A. Slamin, L. Gordon.

HOLIDAY ATTIRE IN MIDDLETOWN

Connecticut Center Preparing for Visit of President Taft and College Heads at Wesleyan Inaugural Tomorrow.

MIDDLETOWN, Conn.—This city is in holiday attire in anticipation of the coming of President Taft, Vice-President Sherman, Senator Elihu Root and a number of college presidents, besides a long list of official delegates representing various seats of learning on Friday to the inauguration of the Rev. Dr. William Arnold Shanklin as ninth president of Wesleyan University. Gov. Frank B. Weeks will also be in attendance.

The installation exercises will be held in the Middlesex theater and will be a purely college function. Among those expected to make addresses will be President Taft and Senator Root. Honorary degrees will be conferred. At the conclusion of the exercises President Taft will be entertained at dinner at the residence of Dr. Shanklin. Later he will leave for Hartford to be present at the dedication of the new state arsenal and armory there.

Apart from the Wesleyan function there will be a celebration by the city to mark the first visit of a President of the United States to this city since the days of Andrew Jackson, who in 1832 spoke in Middletown.

STEEL PLANT SITE AT LONGUE POINTE

MONTREAL—A new steel manufacturing plant is to be established in Longue Pointe by the Montreal Steel Works, the property for the new establishment having been purchased. It has an area of 30 arpents, with a frontage of two arpents on the river.

Necessary expansion of the Steel Works' business is given as a reason for the purchase.

The site acquired for the new steel works extends from the river to the Canadian Northern tracks. The price was in the neighborhood of \$90,000. Mr. Godfrey of the steel works said: "We will build a new plant, but we will still keep our present works in Point St. Charles. We have four or five different lines of manufacturing, and we will concentrate two or three lines in Longue Pointe."

REALTY COMPANY BUYS WHOLE TOWN

NEW YORK—Maximilian Morgenthau, president of the Hudson Realty Company, has bought the entire town of Woodmere, L. I., for \$3,000,000 from Robert L. Burton. In addition to 38 dwellings and several stables and outbuildings, the transfer involved 250 acres of upland, 150 acres of meadow land and the stock of the Woodmere Land Association.

The town is on the Far Rockaway branch of the Long Island railroad between Lawrence and Cedarhurst. It occupies a narrow neck of land that separates Jamaica Bay from Woodmere bay, and under the existing railroad service is about 60 minutes ride from Manhattan.

BOOM FOR CHAMP CLARK.

APPLETON, Wis.—Champ Clark, minority leader of the House, is today encouraging a small boom for the Democratic nomination for President three years hence. The boom was launched during a speech by Mr. Clark Wednesday night.

STOCK EXCHANGE SEAT IS SOLD.

NEW YORK—The stock exchange membership owned by the late E. H. Harman was sold today to Robert H. Loeb, formerly of the firm of Hershfield & Stern. The price paid was \$85,000.

Classified Advertisements

RATES—One insertion, 12 cents a line, three or more insertions, 10 cents a line. Telephone your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising.

Advertisers may have answers sent care of New York Office, Suites 2092-2093, Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 510 Orchestra Bldg., 164 Michigan Ave.

REAL ESTATE

PASADENA, CALIFORNIA
REAL ESTATE
Address
J. C. BRAINARD

FINANCIAL

JOHN P. YOUNG
PRACTICAL MINING ENGINEER.
Miner examined and reported on. Recommendations for development. Over 25 years' experience.
SEARCHLIGHT, NEV.

APARTMENTS TO LET

WINTHROP FURNISHED APARTMENT
of 6 rooms and bath and sun parlor, with modern conveniences, to let to adult family, located on boulevard, high land and overlooking ocean, finest view on the North Shore; everything for immediate housekeeping; only 20 minutes from Boston; five cent fare. Call on owner, 21 Grover ave., Winthrop Highlands.

TODAY'S PRODUCE MARKET

PRICES FIGURED ON A WHOLESALE BASIS.

FRUIT—PRODUCE

Arrivals.

The steamer Ivernia which arrived today from Liverpool brought 200 cts 865 cts 122 lbs c onions, 995 lbs grapes.

The steamer Lazio from Mediterranean ports had 4100 lbs grapes aboard.

The steamer Onondaga from Jacksonville brought 2080 lbs oranges, 22 cts pineapples, 25 bskts beans.

The steamer H. M. Whitney from New York brought 20 bgs beans, 5 bgs potatoes, 48 bxs oranges, 7 cts figs, 5 bgs peanuts, 97 bgs dates, 23 cts pineapples, 383 bxs macaroni and 7 bskts macaroni.

The Norfolk steamer due here tomorrow has 300 lbs sweet potatoes, 2400 lbs oranges, 100 bgs peanuts.

Boston Receipts.

Apples 6700 bbls, cranberries 762 bbls, Florida oranges 2453 boxes, California oranges 384 boxes, lemons 312 boxes, California deciduous fruit 8 cars, pineapples 43 crates, grapes 5005 bbls, 12,083 baskets, 55,550 carriers, raisins 1250 boxes, figs 7 packages, dates 97 boxes, peanuts 230 bgs, potatoes 9839 bushels, sweet potatoes 22 bbls, onions 3890 bushels.

Foreign Apple Market.

Maynard & Child have received the following cable from Liverpool: 8000 selling. Mostly Canadians. Prices show a slight improvement. Demand is very active for Greenings, Hamburg—Best Baldwins 20¢/24¢; prospects good. Glasgow—Galdwins and various 14¢/18¢; good demand.

Walter Webling has received this cable from Liverpool: No New England fruit here today. The market opened firm and closed the same; demand good. Market closed with firm tendency and good clearance. 9512 barrels selling. Saxonia will sell Friday. Hamburg—Baldwins and Spys 13¢/24¢, Greenings 17¢/18¢, Ben Davis 13¢/17¢, Kings 15¢/26¢.

New York Fruit News.

Sale Wednesday—10 cars California oranges and 1 car lemons. Market on oranges was slightly easier while lemons were very strong. Car of lemons, 270s, \$6.50¢/6.75¢; 300s \$6.25¢/7, 360s, \$5.75¢/6.25, 800 boxes Cuban grapefruit, market ruled higher than last sale, prices \$1.87¢/2¢/3.25, for 30s to 64s, 2100 boxes Verdelli lemons and 300 boxes new lemons per steamer Martha Washington and Ultonia sold.

A very excited market, owing to the small quantity and every one being all out of lemons, and market was about \$1.00 higher on 300s, and about \$1.00¢/1.25 on 300s. New lemons showed up some green. Verdelli fruit, first choice 300s, \$5.50¢/5.75; 360s, \$4.50¢/5.00; second 300s, \$4.62¢/5.00; 360s, \$4.50¢/4.87¢; new fruit, 300s, \$4.87¢/5.62¢; 360s, \$4.62¢/4.75. 8300 lbs grapes extra Galia sold. Market ruled steady and very little fancy fruit offered, bulk of it being fair to extra choice stock, all showing more or less decay. Best lots, \$4.50¢/5.25, bulk of the fruit, \$3.62¢/4.25, one lot, \$6.25. Steamer San Giorgio has sailed from New York with 10,350 boxes lemons.

PROVISIONS

Chicago Market.

December wheat 11 a. m., \$1.047¢. January pork \$20.75, January lard \$1.77; hogs, receipts 18,000; prices \$7.55¢/8.15; cattle market weak at yesterday's decline; receipts 7000; beefs \$5.90¢/9.10, cows and heifers \$2.10¢/5.75, Texas steers \$3.80¢/4.85, stockers and feeders \$3.10¢/5.20, western cattle \$4.25¢/7.50.

Boston Poultry Receipts.

Today, 1859 packages, last year 1114 packages.

Boston Prices.

Flour—Quiet and firm; rail shipments, spring patents, \$5.70¢/6.15¢; clear, \$4.70¢/5.5¢; winter patents, \$5.75¢/6.10¢; straight, \$5.50¢/6.50¢; clear, \$5.30¢/6.50¢; Kansas patents, in June, \$5.10¢/6.50¢; rye flour, \$4.10¢/4.60¢; Graham, \$4.35¢/5.70¢; rye flour, \$4.10¢/4.60¢; Graham, \$4.35¢/5.70¢. Corn—Scarce and firmer; car lots on spot, No. 2 yellow, 74¢/75¢; steamer yellow, 74¢/74½¢; No. 3 yellow, 74¢; to ship from the West, all rail, No. 2 yellow, 74¢/75¢; No. 3 yellow, 74¢; new, No. 2 yellow, 71¢/72¢; new, No. 3 yellow, 69¢/70¢; No. 3, new, kln dried, 71¢/71½¢; lake and rail shipments 1¢/2¢ per bushel less.

Oats—Quiet and steady; car lots, on

MORTGAGES FOR SALE

BONDS FOR SALE
6% First Mortgage Bonds secured by first lien on improved real estate in St. Joseph, Mo. For particulars write THE FIRST TRUST CO. ST. JOSEPH, MO.

Bonds For Sale

6% First Mortgage Bonds secured by first lien on improved real estate in St. Joseph, Mo. This proposition is of special interest to every person who has money to invest. Write to WILLIAM F. UHLMAN, St. Joseph, Mo.

MACHINERY

SAVES AND MACHINERY
moved promptly by YOUNG, SMITH & HOPKINS, 571 Atlantic ave.

LEGAL

NOTICE.

Boston, November 3, 1909.
TO THE BOARD OF ALDERMEN:

The undersigned respectfully petitions for a license for the keeping of 200,000 gallons, in Bowser tank, underground outside of the building at 108 Beacon street, Ward II, in the city of Boston, for one year from date.

GEORGE R. FEARING, JR.
City of Boston, In Board of Aldermen, Nov. 3, 1909.

Upon the foregoing petition, it is hereby ordered that fourteen days' notice be given by the petitioner to all parties interested that this board will, on Monday, the 29th day of November, at 3 o'clock p. m., take into consideration the expediency of granting the prayer of the above petition, when any parties who object thereto may appear and be heard. Said notice to be given by publication of a copy of said petition and this order thereof in The Christian Science Monitor.

W. J. DOYLE, Asst. City Clerk.
Attest: W. J. DOYLE, Asst. City Clerk.

ROOM AND BOARD

ATTRACTIVE sunny rooms, first-class apartment house; convenient subway, surface cars, 180 Claremont ave., cor. 125th st. THE SPRINGFIELD, Apt. No. 1, New York; phone 4773 Morningside.

NEW YORK—The Connaught, 371 Central Park West, cor. 97th st.; delightful home, overlooking the park; newly furnished and decorated; dining room top floor; elevator service. A. K. DICK.

WANTED—To board in private family. Two children or elderly person; best of new, up-to-date first-class household; good service. Address NELLIE D. LEACH, Greenland, N. H.

SUITE and one single room, or five rooms including kitchen and dining room in seven room apartment; all modern conveniences; good restaurants; Illinois Central, 3534 Ellis ave., Chicago.

NICELY furnished large and single rooms; lavatories; all modern conveniences; good restaurants; Illinois Central, 3534 Ellis ave., Chicago.

TWO furnished rooms with board in private family; prefer those employed. Address MRS. JESSIE BROWN, 300 Clark ave., Austin, Ill.

BACK BAY, 14 Cumberland st.—Cor. house; new and elegantly fur. large cor. rms. with water; open plumbing; con. b. w. tel.

BACK BAY—2 large connecting rooms, fur. or unfur.; steam heat; kitchenette if desired; rooming house; Monitor Office building, 510 Orchestra bldg., Chicago.

BACK BAY, 162 St. Botolph st.—Newly fur. house, open plumbing; 2 bathrooms; 2 rms. with con. b. and c. water; tel.

105 GAINSBORO ST., suite 4—Two light connecting rooms, single or en suite; telephone; con. hot water; private family.

31ST ST., 39 EAST, New York, near Madison ave.—Rooms single or en suite; meals optional. MRS. D. E. TUTHILL.

11 NORWAY ST., suite 8, near Hunting-cove, 2 sunny front rooms, single or en suite; kitchen privileges.

162 HUNTINGTON AVE.—Large front alcove; also front-square room; steam heat; telephone.

HOUSEHOLD NEEDS

Contributions on Topics of Interest
by Subscribers are Solicited.

THE HOME FORUM

A Page of Interest to All
the Family

High Above the Sea in Iceland

By MRS. BANNON.

Hekla, in Iceland, stands isolated on a plain, and forms a landmark for ships sailing along the south coast of the island. The crater-summit often covered with the "cap," from which the mountain takes its name, is 5110 feet above the sea level.

To make the ascent, the farmer of Gal-taloeke must be engaged as guide to the party, and the ride for two hours is through a forest of dwarf birches, browned and scorched by volcanic dust, with a thick undergrowth of whortle-berries and blackberries; then the ponies are left and the climb begins.

The first part certainly looks formidable. A great river of lava has heeled over and stands erect, a "great divide," as Burton called it. Without the help of the local guide, it would be hard to avoid the numerous holes and cracks the moss conceals. This surmounted, the rest of the way is easy until the snow is reached. Here the surface is so slippery that falls are frequent, and sometimes the foot descends suddenly into a crevice. The crater of 1845 is passed, and then a curious phenomenon is seen. The grassy slopes are covered in places with spikes of frozen snow, about a foot high, and blackened over with cinder dust. On some of the glacier mountains of Iceland these excrescences are known to attain a height of three or four feet, and resemble sugar loaves. Sir Michael Conway, the explorer, says that they are only found in old consolidated snowfields, and are due to solar radiation. The sun's rays play upon the surface of the snow, which soon becomes spotted over with numerous circular hollows. These gradually deepen, and the harder portions of snow between are left standing and become rounded by exposure. Their height is determined by the thickness of the snow from which they are carved; and when broken over they are found to be in layers which mark the successive falls of snow.

The way now lies over broken rocks, the outflow from a cavity known as the southern crater; then comes the last and steepest part, a wide through loose black cinders, and the crater-peak is won!

The mouth, large and serrated, is scorched inside to fiery red, blotched in places with sulphur, and is regarded with awe by the superstitious natives.

The music that reaches
farthest into heaven is that
of a loving heart.—Selected.



HEKLA VOLCANO IN ICELAND.

Drawing shows mountain which forms landmark for navigators.

The floor is white with the snows of many winters, for there has been no outbreak since 1766.

The north and steepest side of Hekla overlooks a vast region of unpopulated land, and several low ridges radiate from the base. On the south is a

bird's-eye view of a plain stretching seawards, sown with rivers, thread-like in the distance; homesteads scattered everywhere, and the Westman Isles beyond.

The expedition here described, including the return, occupied 12 hours.

Some Aspects of Benefactions

That men are not made educational reformers merely by having millions to spend, is the conviction of President Schurman of Cornell. He sees in the boards created by millionaires who are giving money for schools and colleges a menace to the independence of the institutions that accept the bounty. The donations are made with various provisos that really act to place in authority over a school men who often have very few qualifications for such governorship. Boards of this sort tend to look at every question from the pecuniary standpoint—they "want their money's worth" in immediate returns. President Schurman holds that boards so constituted should be answerable to the public just as the regents of a state university are, or better still, that the benefactors should trust the governing boards of the schools and universities they desire to help.

Literalists

Seamen are strict disciplinarians, and a ship's crew very rarely dreams of interpreting a commander's orders otherwise than literally.

One day while a certain ship was in port, the captain gave a dinner to some town acquaintances, and as the resources of the ship were not great some of the sailors were deputized to help wait on the table.

As these men were not used to such work, each one was told exactly what service would fall to his share.

The hour came and the dinner went merrily on. Presently, however, one of the ladies wanted a piece of bread. There was none near her and the finely disciplined stewards seemed to be quite helpless of her need. She spoke softly to the man at her elbow:

"Bread, please."

He looked intently at the bread and then at her. It was evident that he would fain have helped her if it had been in his power. He saluted in fine naval style:

"Can't do it, ma'am," said he, "I'm told off for 'taters'."

"Bread, please."

He looked intently at the bread and then at her. It was evident that he would fain have helped her if it had been in his power. He saluted in fine naval style:

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Chickens vs. Flowers

The following story was told to illustrate tactful handling of a difficult topic:

"There were two neighbors and each had a pet diversion. Chickens was the hobby of one; that of the other, flowers."

"Because of the devastating instincts of the unrestrained fowls, the flowers did not flourish. The gardener, however, valued his neighbor's friendship more than he did the flowers, and made no remonstrance."

"The poultry farmer, one evening, visited his neighbor, and by way of introduction made a complimentary remark about the garden. 'What a beautiful bed of flowers you have here,' he said glowingly."

"Yes," added the gardener, dejectedly, "but it just keeps me busy to keep it from becoming a feather bed."—Exchange.

Crops and Climate

One of the interesting notes of a change of wise opinions in various directions is in the statement in the Paris Cosmos, translated for the Literary Digest, that the old theory that large cities or thriving communities had disappeared from certain localities in ages past because of changed climatic conditions is erroneous. In many such cases it is already proved that the abandonment of those regions by man resulted from other causes. In other words the possibilities for cultivating crops have not gone from bad to worse in these places, causing aridity where once was productive soil, though this has long been the favorite theory.

"THE SWORD OF THE SPIRIT"

"Faithful are the wounds of a friend," are the words of the wise man who asked of God an understanding heart. And a sage of a later day—Emerson has expressed a correlated idea in the poem "Forbearance," where he asks:

"Hast thou loved so well a high behavior
In man or maid that thou from speech
restrained
Nobility more nobly to repay?"

adds in the humility of the great-hearted.

"O, be my friend and teach me to be
thine."

To the world, friendship most often means praise and gratulation for one's well doing and sympathetic tolerance of one's faults. Indeed it is often held a very high degree of friendship which is quite unable to see any faults in the beloved one. Those who are hungry for a higher than earthly comfort, however, see in the more austere thought of the wise men quoted above the better estimate of friendship. To the students of Christian Science there is perhaps no more awakening message from their Leader in the collection "Miscellaneous Writings," by Maker Baker Eddy, than the chapter entitled "Love Your Enemies." Here she discusses the earthly sense of friendship and shows its dangers. Elsewhere she speaks of the human desire to "forgive a mistake and pass a friend over it smoothly" (Miscellaneous Writings, p. 118).

Under the tuition of their Leader Christian Scientists are learning truly to relish more the touch of rebuke than words of praise. To him who is beginning to discern the "One altogether lovely," praise of himself, a frail mortal, whose faults and weakness, yes, sins, he knows better than another possibly can, seems rather to shame than to honor him. He feels himself somehow a hypocrite when others call him good, as if he had deceived them by hiding his errors. Thoreau touched on these things when he said: "I have never known and never shall know a worse man than myself." This is an extreme statement, but it draws attention to the need for self-knowledge. Jesus spoke an ultimate

word when he said, "When ye shall have done all those things which are commanded you say, We are unprofitable servants."

Jesus set us a great lesson on the occasion when the rich young man asked him, "Good Master, what good thing shall I do that I may have eternal life?" Here was a momentous question; but Jesus paused first to say "Why callest thou me good?" He saw that this young man attributed goodness to personality and needed to realize that Jesus nor any other man could do of himself a "good thing," for there is "none good but one, that is, God."

In spite of the recognized need of knowing one's faults, however, there are very few people who do not suffer under the plain speaking of a friend, even when they do not actively resist the friend and deny him the right to judge them. Jesus said, "Judge not," but at once explained the application of his saying—"For with what judgment ye judge, ye shall be judged." Here is the key to the question of friendly admonition and warning. If we have ourselves reached the point where we are so far separated from the love of self that we can bear rebuke, then and then only are we qualified to judge the "righteous judgment" which heals and saves others. When we are skilled enough in self-knowledge to be truly sure of our willingness to submit ourselves to exactly the same scrutiny we make of another, willing to have our own acts tested by the same test we apply to him; willing if a like error be found in us to suffer the same judgment we pass on him, then we are ready to stand as the true friend whose "wounds" are faithful. Jesus followed his explanations about judging and casting the beam out of one's own eye with the statement, "Then shalt thou see clearly to cast out the mote out of thy brother's eye."

In "Science and Health with Key to the Scriptures," by Mary Baker Eddy, page 571, this question of rebuke is wonderfully elucidated. Mrs. Eddy writes, "It requires the spirit of our blessed Master to tell a man his faults, and so risk human displeasure for the sake of doing right and benefiting our race." Those who have truly yielded to the

The Relation of the Boston City Club and Chamber of Commerce

In writing of the "Boston 1915" plans the Twentieth Century Magazine says: Five years ago such a program would have been laughed at; it is still laughed at—but it is a wry laugh. Five years ago the plan for a City Club was laughed at—an inclusive club of all men interested in the city's welfare. It seemed ridiculous to suppose that a club with dues low enough to allow anybody in could ever have any standing. Today the Boston City Club has 3000 members—and it is one of the strongest factors in the life of the community. And the dues are \$15.

When the City Club laugh had disappeared, came the Chamber of Commerce laugh. The cause of this hilarity was the plan to combine all the business organizations of the city, and some of them were in pretty poor shape, and one thoroughly ineffective body. Why, it was impossible! It was—but it was done. The Boston Chamber of Commerce has today a total membership of over 3000, and it is the greatest commercial body in any city in the country.

It rarely occurs to the casual observer that these two organizations have two distinct and yet co-related functions. The City Club, however, is where things are talked about, planned, and formed. The Chamber of Commerce is where things are done. Both are more democratic in conception than any similar organization elsewhere.

Steel Railway Ties

The steel railway tie is not new, but its use has made little headway in this country. Of late, however, it is being largely substituted for the wooden tie in many of the leading industrial countries of Europe, as we are informed in Daily Consular and Trade Reports from Belgium. The consul says:

"It is asserted that the English manufacturers have on the market a tie of grooved section that sells for \$30 per ton, or less than the present cost of wooden ties. It is evident, therefore, that under these conditions the use of the steel tie would produce decided economical results for the railways."

There is no true and constant gentleness without humility; while we are so fond of ourselves we are easily offended with others. Fenelon.

By skill the woodman, rather than by strength,
Brings down the oak; by skill the pilot guides
His wind-tossed galley over the dark sea;
And thus by skill the chariotier o'ercomes
His rival. He who trusts too much his steeds
And chariot lets them veer from side to side
Along the course, nor keeps a steady rein
Straight on, while one expert in horsemanship
Though drawn by slower horses, carefully
Observes the goal, and closely passes it.
Nor fails to know how soon to turn his course
Drawing the leathern reins, and steadily
Keeps on, and watches who goes before.
—Pindus to Antiochus (Homer's Iliad).

Advantages of Life Abroad for American Students

III. METHODS.

Many students go to Europe expecting to learn French, let us say, from merely breathing the air of Paris. This is found to be almost as useless a method as that of the man who expected to learn what was in a book by carrying it always in his pocket. Paris and most of the great art centers of Europe are so full of Americans that it is hard to get away from them. Yet that is what we go abroad for—to associate for a while with a different kind of folk and learn what we may from their ways of living and thinking. Therefore the best way to advance in language study or in general culture in Europe is to live in a native family. A well known school of music in Boston has for its aim the placing of students abroad in such a way that they may get the most possible from the experience. One of the chief points insisted on is that students shall not herd together in Americanized pensions, but shall live among the people, speak their language, get their point of view of all things so far as may be.

The tendency of the American stu-

dents toward American teachers abroad is really the evidence that pupils have failed to find the European master who can rightly handle the curiously sensitive and one may say "balky" American temperament. It is often easy to discourage the American student, because he usually sees so far beyond his own present achievement and does not take his art studies as simply and naturally as Europeans do. The American teacher understands this temperament and comes to the rescue just when the pianist or singer is ready to return home in despair. The American is fortunate, however, who persists in his work with a foreign teacher till he gains what such a master has to impart. If the chief aim in going abroad to study is to enter a different set of associations and get out of the rut of old mental paths, any European musician has much less than famous can do as much for the American who is willing to learn as great masters do.

Differences in method are largely differences in individual conceptions of beauty. The right "method" for each student is that which develops his gifts. The chief thing is that individuality

shall not be distorted or hidden by an artificial culture. The work of the average American teacher as yet is likely to be more artificial than natural. It is usual for students to say of the latest master, "He taught me all I know," while really the years of work with others have all been developing him, and perhaps each master gave him all that he was able to receive at the time. It is no criticism of the German school of music, for example, to say that a pianist trained therein has much to gain from the associations of Italy, the home of song, where what Wagner called a "grasp of the melos" is the birthright of the crudest singer of folk music. Italy today is still the land where the sweep and swing of melody is as intuitive a gift as the lift of a bird's wing.

Differences between American and European masters at the outset may be marked in this way: The European gives the student music to study—songs, simple, surely, but still something which furnishes musical food. The conscientious American often keeps the pupil too long on the dry bones of "exercises" which prompt no musical thought whatever. The right "exercises" can of course be made musical, and a significant remark of Miss Geraldine Farrar is that in girlhood she used to try to make her vocal exercises "interesting" by giving tone color and expression to them. There is nothing that will more surely obscure the natural gift of the student of music than the kind of drill that makes so-called music study a dull grind or a slavish delving after mechanical perfection. The mechanical perfection should express the daily development of musical understanding in the student. The two will be rightly related the one to the other by the right teacher.

An Interesting Symposium

A symposium interesting whether one is "for" or "against," is found in Good Housekeeping, under the heading "Women and Cards." It is good to know that on the whole the furore for bridge is subsiding over the country at large and that numbers of intelligent women everywhere are very much awake to the fact that this is a worse than wasteful and foolish way of using time even when the utterly ignoble money element is wanting. One clergyman remarks that the social call is a thing of the past and that there is no conversation nowadays, because wherever people assemble cards are at once proposed, and then there is silence save for the absorbed calculating of the painted symbols.

Bits of Bird Lore

In the class of aves, or birds, the tail is almost invariably an appendage of the greatest utility. In many instances it is the most beautiful feature, and with birds attractiveness is important as a means of securing mates. Birds in motion, either in the air, water or on land use their tails as rudders or as balancing poles.

What is commonly described as the tail of the peacock is exceedingly elaborate and beautiful. As a matter of fact, these fans are not tails at all, but trains of barbed feathers of great length, which are prolonged far beyond the true tail, and which are capable of being erected and spread out into a great disc. The real tail is used to support the disc, and consists of 18 stiff feathers six inches long.

All birds of strong flight shift the position of the tail to suit conditions, and when rushing through the air and desiring to suddenly alight or pause in their flight, the tail spreads fan-shape, and is depressed until it is at right angles to the body and presents the full under-surface against the air, acting as a brake to arrest the bird's flight.

Chimney swifts, creepers, nuthatches and woodpeckers—birds which frequently assume an upright position—use the tail as a brace or prop; and it is well adapted to such purpose, being stiff and with the tip of the shafts almost unencumbered with any vane.—Suburban Life.

The Auto Poet

We now have both the auto and the airship poet. The former "from Missouri," sings:

"There was a man in our town,
Much wiser than his sires,
He ran into a bramble bush
And punctured both his tires.
And when he found the tires were
wrecked,
With all his might and main,
He ran into a rubber plant
And fixed 'em up again."

—Exchange.

Children's Department

The Nickel-Fisher

"The up-to-date newsboy of New York can learn something in Berlin," writes a New Yorker from that city. "One of the popular sellers of newspapers in this town is a gray-bearded, tall, soldierly looking man, who has adopted an original method. He has the papers attached—one copy of each publication—to a long fishing rod, at the top of which there is a little pocket for coins. People on omnibuses and at upper windows may be served by means of the rod. They help themselves to the paper they desire, deposit their money in the little bag, and the sold paper is replaced by another from the stock which the man carries in a bag slung over his shoulder. The children in the district where he does business call him the 'nickel-fisher.'"—N. Y. Tribune.

Children have more need of models than of critics.—J. J.

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Remember the power of indirect influences; those which distill from a life, not from a sudden brilliant effort. The former, never fail, the latter often. There is good done of which we can never predicate the when or where. It lies in the invisible influence on character which he alone can read who counted the seven thousand nameless ones in Israel.—F. W. Robertson.

THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

This newspaper is a member of the United Press Associations and The Associated Press and receives the full news report of each association.

EDITORIAL

Boston, Mass., Thursday, November 11, 1909.

The President's Program

It is announced officially that the President will not visit Panama during the coming winter and that he will make no long trips of any sort until next summer, when he expects to visit Alaska. He has some engagements that will call him away from Washington for a day or so at a time, but, in the main, he may be found at the White House regularly from today until the adjournment of Congress. During his tour he has outlined pretty clearly the policy he will pursue in recommending and approving legislation. He has set himself a very considerable task. It has been estimated that Congress, were it ever so willing to accede to his requests, would not be able to comply with them in a single session. It might require more than one Congress to deal with the propositions that will be contained in his next message, it is thought, assuming that he shall make all the recommendations referred to in his speeches. But it would be going too far to say that Congress is well-disposed toward everything the President has to offer, or that it will confine itself to his program. Although not much may come of it, it looks as if a great deal of time would be taken up by the insurgents in an attempt again to bring the tariff question prominently to the front. This will be stubbornly opposed by the organization element in the majority of both houses, but the attempt, it is almost certain, will be frequently repeated, and may retard seriously the consideration of other business.

The President is likely to meet with opposition if he undertakes to carry out some of his promises with reference to conservation and waterways, especially where his proposals for legislation involve appropriations on a large scale, or bond issues. And, in view of his early declarations of a purpose to make this an economical administration, he may be at a disadvantage.

But President Taft is a tactful man. He is strong as a harmonizer. He knows when to be firm and when to compromise. He is on speaking terms with the representatives of all parties and all factions and therefore in a position where he can reason with those who are inclined to be the most troublesome.

The last hours of the tariff controversy in the extra session revealed him as a resourceful politician, an adroit diplomat and a well-balanced statesman.

THE vote polled by friends of temperance in New York state in the recent election comes as a surprise to those who have been permitting other public questions to monopolize their attention. It was supposed, save by those acquainted with the situation, that the temperance, or local option, or prohibition cause was making very little if any headway in the Empire state, yet up to latest accounts over sixty new townships are reported as having gone "dry." Information received by the New York Anti-Saloon League, which is the aggressive force in the temperance campaign, shows that out of 285 townships, spread through thirty-seven counties, ninety-one were in favor of full license, fifty-eight in favor of partial license and 136 in favor of no license. The last figure includes those townships that had already declared themselves against the saloon.

Under the New York law whenever ten per cent of the voters file a petition for the submission of the liquor question, the matter is brought up at the next biennial town election, and it comes before the voters in distinct propositions. That is, they may decide by their ballots whether liquor shall be sold in saloons, hotels or stores. In case the town decides in favor of some but not of all of these it is declared to be for partial license.

Last spring the result of voting in 166 towns was a gain of twenty-four for no license, and this made the standing in the whole state: Full licenses, 325; partial licenses, 270, and no license, 338. A brief analysis makes the situation in New York state in this regard clearer. From 1897 to 1908 there was a decrease of eleven in the number of the townships where liquor was sold at all classes of places, and a decrease of thirty-six in partial license towns. The "no-license" places increased by forty-nine. This means that there was a gain of sixty for the anti-saloon people. Last spring there was a gain of twenty-four, and in the recent election about sixty, so that more was accomplished by the temperance people in the last twelve months than in the preceding eleven years.

This is really the important phase of the matter, for it shows that New York state is feeling and responding to the influence of the general wave of temperance. And a still more significant aspect of the situation is to be found in the circumstance that the no-license movement seems to have obtained a firm foothold in suburbs removed only a few miles from the metropolis.

WHATEVER changes may occur, it seems as if the first heavy frosts will always bring back the yearning for mince pie.

The Alleged Roosevelt Movement

WHATEVER else may be thought of it, it will be regarded as a strange circumstance that the New York Tribune should be so ready to give publicity to the story that the friends of Theodore Roosevelt are planning the overthrow of William Howard Taft. The Tribune in these days, of course, is looking for news and circulation; still it has not torn itself away from old traditions and associations so completely as to disregard the welfare of the party to which it has been so closely allied for so many years. It must, therefore, be taken for granted that in presenting the case as Mr. Taft's friends are said to view it, so

frankly and so fully, the Tribune is influenced by what it regards as good and sufficient political reasons.

A non-partizan journal and its readers will be interested in it as a piece of information that may have a bearing upon future political developments, and being in a position to consider it impartially they will be all the better qualified to determine its probable correctness and its probable importance. Or, if they choose, they may regard it, as thousands of others will, simply in the light of an entertaining bit of gossip. Briefly stated, the story is that those who for convenience' sake may be called the pro-Rooseveltites have decided that the ex-President shall, if they can bring it about, be the next President. In support of an assertion to this effect certain evidence of a plausible character is brought forward. It is held, for instance, that President Taft had scarcely taken the oath of office before the movement to make his position eventually untenable was begun through the attack of Chief Forester Pinchot upon Secretary Ballinger. Other harassing things it is alleged have been devised and prosecuted with the view of disturbing the peace of President Taft's official family. The Crane case is brought in to support the theory that Secretary Knox "has betrayed the time-honored policy of his predecessors with regard to the 'open door' in China." A third member of the cabinet is to be attacked in a forthcoming magazine article. Numerous minor circumstances are recalled with the purpose of showing that the Rooseveltians are carrying on an active and aggressive campaign which they hope will culminate in a popular demand for the return of their leader to the White House, and even the recent offhand remarks of Dr. Eliot on the conservation question, in which he touched upon coal lands, water sites, etc., are made to do service as props for the alleged plot.

All the careful and judicious reader will do at this time and in this connection, of course, is to take the story under advisement, remembering, as he must, that the imagination of man has still free swing in this country and that it is, from a political viewpoint at least, a long time until 1912.

Leather From Nigeria

MANY regions of the Sudan produce considerable amounts of leather, consisting of tanned and dyed skins of goats and sheep. This is largely exported to the United States, only small quantities being sold to France, Italy and Austria. As the trade is controlled by the Tripoli Arabs, it not only reaches the sea by way of the Sahara but is crudely handled, as a native industry is apt to be. It has frequently been asserted that if the skins were shipped in undyed condition they could be put to a great many more uses than they are now and consequently a large market might be created for this Sudanese leather.

The question is of more than ordinary importance because Great Britain is building a railroad from the Guinea coast into the interior, and the terminus is to be Kano, the chief commercial city of northern Nigeria and also the center of the leather trade of the Sudan. This railroad, steadily nearing completion, is the western counterpart of the Uganda railroad connecting the interior of the British possessions of East Africa with the Indian ocean and affording the only access to inner Africa by modern means that is open to all the world. In duplicating this railroad British enterprise is not only opening the central Sudan, at once one of the least known and one of the most populated regions of the entire globe, but it is also going to change the trade route of many centuries, deflecting it from the Sahara and the Mediterranean to the lower Niger and the Atlantic.

This revolution of North African trade is not merely of commercial importance. Its value is primarily moral. No matter how vigilant and energetic the white rulers of North Africa may be in attempting to stamp out what is left of slavery, it cannot be stamped out so long as there still remain two gateways that are not controlled by Europe, viz. Morocco and Tripoli. But conditions throughout the Sahara and Sudan must change for the better on the abandonment of the great caravan routes to Tripoli and Morocco in favor of the southern routes by the British railroad or the western by the French railroad, until such time as the whole territory will be sufficiently under control to prevent all oppression and brigandage, when the overland traffic can doubtless be resumed with the most modern methods. But it may be regarded as certain that by far the larger share of the Sudanese traffic will always take the shorter route now inaugurated by the French and British; and to build up a leather trade between this country and northern Nigeria via Lagos or the Niger estuary might be the first step toward cooperation in the opening of darkest Africa.

AGAIN we are reminded that beef is rising higher in price, and the reason assigned is that America is not producing enough for its home market, let alone anything like the amount needed for export. Notwithstanding this, we are informed that American beef can be bought in England for less than it brings here and that even this does not satisfy the Britons, but finds them looking for new sources of supply, with the result that Argentina and Australia are also sending in their quota.

No wonder beef is cheaper in England than in America, if competition rules the market. It may be that we on this side of the water are contributing enough to make up for any loss that competition may impose upon those who handle American beef for export.

WASHINGTON, D. C., has raised over \$30,000 toward a fund to secure the great aviation meet of next year for that city, and the prospects are that whatever may be needed in addition to this will be subscribed. The only objection the rest of the country can have to the holding of the contest at the capital is that it may take members of Congress away from their seats; but this objection is not regarded as necessarily serious.

MR. BRYCE can speak a great deal more freely than most foreign representatives in this country, but because he is universally popular here he should be advised of the danger of taking sides in the football controversy. He will understand us in this matter when he is told that it would be like taking sides against cricket in England.

A LONDON (Eng.) justice recently remarked: "I do not think there is any game that is so liable to put one out of humor as croquet." He must be ignorant of "Authors."

AS IF cotton were not doing pretty well at present, they are now about to make paper out of the stalk. There appears to be no end to the uses that cotton and corn can be put to.

A Stupendous Railroad Merger

CONTROL of the Boston & Maine railroad system by the New York, New Haven & Hartford management, under conditions that will be acceptable to the state of Massachusetts and presumably to New England at large, promises to be the signal for the final combination of railroads extending from the Atlantic to the Pacific and having a total trackage of more than 30,000 miles, or about one-eighth of the total railroad mileage of the country. It is understood that Mr. Tuttle will retire from the presidency of the Boston & Maine railroad next Tuesday, and with him his personal representatives on the board of directors, and that Charles S. Mellen, president of the New York, New Haven & Hartford railroad, will be given executive charge of the two systems.

The Boston & Maine and the New Haven roads together have about 10,000 miles of trackage. The impression is that this trackage is to be, in effect, added to the trackage of the Pennsylvania system, 11,262 miles, and the trackage of the Santa Fe system, 9,430 miles. Whether this greater combination be effected or not, there is all reasonable assurance that the changes about to occur in the management of the two great systems of railroad serving Massachusetts and New England will be beneficial to the interests of this great industrial section. By this is not meant that there will be any discrimination in favor of Massachusetts or New England, because even if there were no other reasons why undue favor should not be sought or accepted, the rulings of the interstate commerce commission would forbid it. What is meant, rather, is that Massachusetts and New England will be served fairly and with all the liberality that may rightfully be expected from a railroad system that will owe its prosperity very largely to the prosperity of the New England states.

Under a management that assures fair play, it will be all the better for Boston, Massachusetts and New England if the more ambitious project be carried out.

Rice in Guiana

RICE cultivation in British Guiana is believed to be largely bound up with the future of the sea-island cotton industry on the neighboring West Indian islands. For this last a great development is anticipated and with the economic regeneration of the islands British Guiana might easily become a sort of granary for the West Indies. The subject is of especial interest because of the new project of bringing the West

Indies within the scope of Canadian enterprise and, in a sense, of Canadian protection. The development of a granary on the mainland must be looked upon as a strong factor in this new imperial project that is now under consideration by the West Indian commission. The vast resources of British Guiana, which for some reason or policy have long remained hidden from the general public, are now coming to be advertised in other British lands, especially Canada, but the prospect of rice cultivation naturally interests the colored races more than white colonists. Thus the large and growing number of East Indians is mainly responsible for what had hitherto been done in that direction and they have succeeded in rousing the enthusiasm of the colored people of the colony, in which they have been consistently encouraged by the owners of sugar estates. It is a remarkable fact, recently disclosed by consular reports, that the acreage under rice cultivation has been increased nearly seven-fold in the last decade, the increase in the rice crop between 1898 and 1908 representing no less than 31,000 tons of cleaned rice annually, valued at more than \$1,250,000.

It is there, in the Guianas, the West Indies and to some extent in British Honduras, that the problem of Asiatic labor within the empire is alone solved in a satisfactory manner. This is an important point because with the completion of the Panama canal all the islands as well as the strips of mainland under European control will be placed on a radically new economic basis, with the result of giving a strong impetus to colored immigration. And to make Guiana the granary for the future population of these regions that control the approach to the canal is a notable advancement on imperial lines.

ONE of the most encouraging signs of national stability is the thrift displayed by the American people in setting aside and investing a portion of what is earned. While it has always been believed in many quarters that our people are more inclined to be improvident than frugal, it is nevertheless true that securities find a readier market with Americans of average means than with almost any other nationality. Money is gained in this country more readily, and the varieties of temptation to spend it seem evident here to a greater extent than perhaps anywhere else. Nevertheless it is true there is nearly always a nest-egg of savings laid aside for unforeseen demands, and meanwhile many of the industries in need of expansion and development are benefited when such money is loaned on interest.

A writer in the London Statist who has recently been making some investigation along the line of our national thrift estimates that the savings of our people probably exceed \$5,000,000,000 every year, and to this enormous accumulation he attributes the unequalled absorptive power of the United States markets. In commenting upon this situation he remarks that "the general principle seems to be to pay a rate of wage which will enable the wage-earners to secure a share both of the necessities and of the comforts of life and at the same time to save considerable sums from year to year."

This is quite remarkable, in view of the fact that Americans in a general way lack the incentive common to other peoples for providing for less prosperous years. The openings are numerous for earning a sufficiency for daily needs, and one is by no means confined to a single vocation, many turning from one line of work to another with ready adaptability. While our men and women maintain this excellent order of financial affairs, there is little need of sounding the alarm of hard times and low returns for labor. We have a bulwark against many adverse circumstances so long as frugality remains a national trait.

THE Wisconsin Teachers' Association finds serious fault with the popular songs of the day. But it is the public taste, rather than the songs themselves, that calls for the attention of educators.

Commendable Thrift